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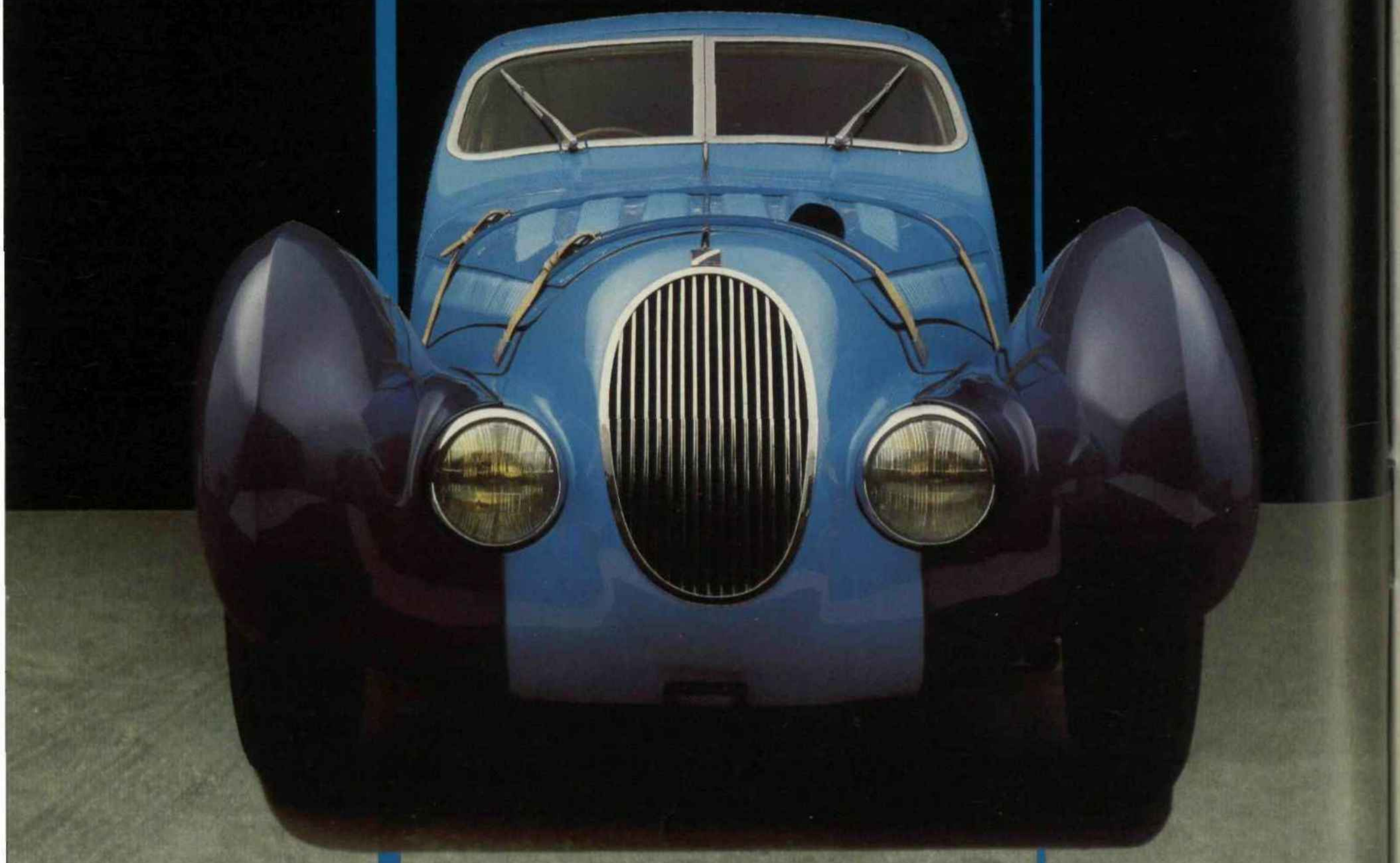
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FRONT COVER: *Ayrton Senna decimated the opposition in the new McLaren MP4/6 at Phoenix to score yet another copybook victory.*

MOTOR SPORT
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MATTERS OF MOMENT

Accuracy

Accuracy is a vital element in motor racing and also desirable in everyday driving. In school days, avid enthusiasm for motor racing prevailing, we were thrilled to read of how Guinness "held so definite a course that the wheels of his Sunbeam would almost go over a coin laid in the road, each lap," and of how Nuvolari's Alfa Romeo cornered so close to a wall as to remove an advertising banner with a front-wheel hub-cap. In today's F1 races similar accuracy is seen in close overtaking and late braking.

Accuracy is essential in the preparation of racing cars, and in the pits when four wheels have to be removed and replaced with fresh ones in a very few seconds. Accuracy is also of great importance in the historical context. Never before has so much interest been shown in this aspect of the motoring movement and much painstaking work is applied to researching it. Thus it is extremely important to ensure that history is not distorted. Museum exhibits must be of the utmost accuracy and the records kept on file correct, if this aim is to be achieved.

Research into the evolution of the motor car and its participation in races and other competitions will be distorted unless museum artifacts are properly labelled, and care is taken by motoring word-smiths (terrible expression!) not to commit errors. . . . Yet instances could be quoted of replicas presented as genuine cars, exaggerated claims appearing in auction catalogues, and false claims being made in advertisements. All to the detriment of historical accuracy.

In this respect, that great computerised Government department, the DVLC at Swansea, is far from blameless. When the information formerly contained in the old green Log Books was put on computer not only was a severe brake applied to motoring history but also a considerable inconvenience to car owners who had reason to want to know about, or to contact, earlier owners of their vehicles. Such information is lacking from the replacement V5 form, which lists only the current 'keeper' and these were originally the subject of much muddle and confusion. This has been exacerbated by the changing about of the numbers which the older vehicles are permitted to display. When at last the DVLC saw the error of its ways, it agreed that original Registration numbers could be restored to the appropriate vehicles if proof was provided by clubs and Registers involved with the make of vehicle concerned. Sadly, an inadequate list was drawn up and we are surprised and saddened to learn that the very organisations supposed to exist to foster enthusiasm for one-make activities frequently charge for linking up an historical vehicle with the DVLC's requirements. The position may have improved some-what, but for chapter and verse, ask Arthur Freakes of the Hillman AC (3 Kingfisher Court, E Molseley, Surrey, KT8 9HL).

When it was decided that computers would be an improvement on the Log Books first issued soon after the end of the First World War (which in itself can cause confusion, because the date of a car being committed to a Log Book is sometimes mistaken for its date of first registration) there was alarm that irreplaceable records might be destroyed. We believe the NMM had hoped to retain the discarded Log Books but found transporting them too fraught — surely, however the HCVC would have enjoyed beating that one?

It isn't clear where such records have been lodged — some with local councils, others at Swansea, it seems, and one hopes none have been lost. The fact is that research is hampered, if not obstructed, by the DVLC. Confirmation? In 1953 we wanted to establish the fate of a rather famous racing car. Quite simple. Quote its Reg No to the London CC where it had been registered and enclose a 1/- (5p) search fee with the request. Within a week we received the name and address of the last known owner and of the person who had surrendered the Log Book, stating that he had scrapped the car. All part of the Public Control Department of the LCC, under the Roads Act, 1920.

Much more recently we wanted to confirm the make of an old racing car for which we had a Reg No. We asked the DVLC, making it quite clear that the owner's name was not required, only the car's make, and offering a search fee. We were told we had no right to the information. We tried again giving proof that we were serious historians. No go!

To an autocratic Government department this may appear a trivial complaint. But while museums are encouraged, surely historical research should not be impeded by this lowering of standards? One just hopes it is not because invaluable documents have been destroyed. WB

New Historic Racing Championship

1991 sees the birth of the Historic Formula Racing Car Championship which caters for Formula 1, Formula 2, Formula Atlantic and Formula 5000 cars that were manufactured and raced up to 1971. This exciting championship will be contested over 7 rounds at all major circuits in Britain, and invitation races are planned at Mondello, Spa, Paul Ricard, Le Mans, Nürburgring and Monza.

The HFRCC has developed from the successful Pre '71 series, which, under the banner of the HSCC, has grown steadily in numbers and variety of machinery to an all time record of competitors in 1990. These exciting and powerful single-seater cars of the Sixties have been rebuilt and restored by their owners to near concours presentation, most of them retaining the colour scheme and livery of their original drivers and teams. The grids will be full this year with marques such as Brabham, Lotus, Tecno, March, McLaren, Chevron, Lola, Surtees and Cooper being represented, along with smaller makes such as Merlyn, Palliser and Kitchiner.

The first championship round will be on the weekend of May 5/6 at Donington, and this, together with the remaining rounds, will be at HSCC meetings and under the Club's auspices. More than 50 entrants are expected this year.

Regulations are available from the HSCC office, Coldharbour, Kington Langley, Wiltshire SN15 5LY and all interested parties should contact either the Club direct on 0249 758175, Lincoln Small on 081-540 9991 or Ted Walker on 0453 546255.



The HSCC hope that their new championship for single-seaters will feature even closer racing than last year.

The classes are as follows:
Class A: Racing cars 1966-1971 over 1600cc
Class B: Racing cars 1966-1971 with wings; up to 1600cc
Class C: Racing cars 1966-1971 without wings; up to 1600cc
Class D: Racing cars from 1960-1965 incl 1500cc and over, rear engine only.

HC Hunter

Hugh Curling Hunter, who recently died at the age of 79, had competeted in motoring events from an early age, but it was in 1937 that his serious motor racing began in earnest when he bought a single-seater Alta and a Frazer Nash-BMW 328.

He took part in all types of motor events, racing at Brooklands, Donington and Crystal Palace, speed hillclimbs like Shelsley Walsh, and Prescott, the Welsh and Scottish Rallies and the Monte Carlo Rally in 1937 in a 4¼-litre Bentley.

He is perhaps best remembered in racing circles for his ownership of a famous 2.9-litre twin supercharged Alfa Romeo car in which the Alfa Romeo team driver Clemente Biondetti had won the gruelling Mille Miglia road race in Italy in 1938. It had been brought over to the 1938 Motor Show at Olympia to publicise the road cars and although it was not for sale, Hugh pestered Thompson & Taylor (the main Alfa distributors at that time) so much that finally they sold it to him.

In September 1938 he lapped Brooklands with the car at over 122 mph and in July 1939 on the JCC Member's Day he won all but one of the eight events. It featured in the BARC Fastest Road Car contest at Brooklands on Whit Monday 1939, but developed gearbox trouble forcing him to coast to a standstill in the finishing straight. So the controversy raging over which model was the Fastest Road car still was not settled on the track, but dragged on in the motor press until the outbreak of World War II.

During the war Hugh worked in Stevenage with Hollis ESA and was to be seen charging about on a very large and lethal motor cycle, but by the time hostilities had ceased, Hugh's interest in competing had lessened, although in 1950 he went as co-driver to HSF Hay in the Le Mans 24-hours in the Embiricos 4¼-litre Bentley. A great character, very kind and generous to all he met, he continued to own and drive classic cars, mostly Bentleys and E-types, until finally forced to give up due to ill-health, but he never lost his enthusiasm.

DCO

Kenneth Best

Ken Best who died recently will be remembered among his motortrade friends as the ever-jolly companion whose endless stream of stories, tactfully described in another obituary notice as "often sailing close to the wind", passed the hours on the kind of endurance runs which Ken organised with great efficiency for his clients, among them National Benzole, etc. I recall the time we went to Scotland in some BMC saloons of the Austin Cambridge persuasion, to test the economy of National Benzole. At a small garage en route, where Ken had persuaded the awed owner to lay on sandwiches for the elite Pressmen, we had to top up the cars and Ken showed how genuine his PR work was when, sniffing professionally at a can, he castigated the luckless garage-man for putting another brand of petrol into the tanks. A very costly exercise had been ruined, Best told him! Memory suggests that after a sample had been requested in a sterilised bottle, we continued, and nothing more was heard of the incident.

That was the trip when we had dinner at the top bracket Gleneagles Hotel and there were maggots in the pheasant. Ken was fully able to take such things in his happy stride. He was a memorable rally driver of Austin cars for the BMC works teams, having gone first as Jack Sear's navigator on the 1956 Monte Carlo Rally. His passing severs another irreplaceable link with the more enjoyable past.

WB

From Saddam Hussein to Toothbrush

On page 345 will be found MOTOR SPORT's unique way of assessing a car in graphic form. It deals principally with the four convertibles we have recently driven, but we have included some other models, such as the Fiat 126 and Ford Sapphire Cosworth, as benchmarks.

What marks our graph out so differently from what might have been published before are the parameters. Don't look for acceleration and mpg figures, top speeds, engine specifications, etc, for you won't find them here. We have used a purely subjective method to assess a car's character against practicality, but in terms easily understood by even the least mechanically minded.

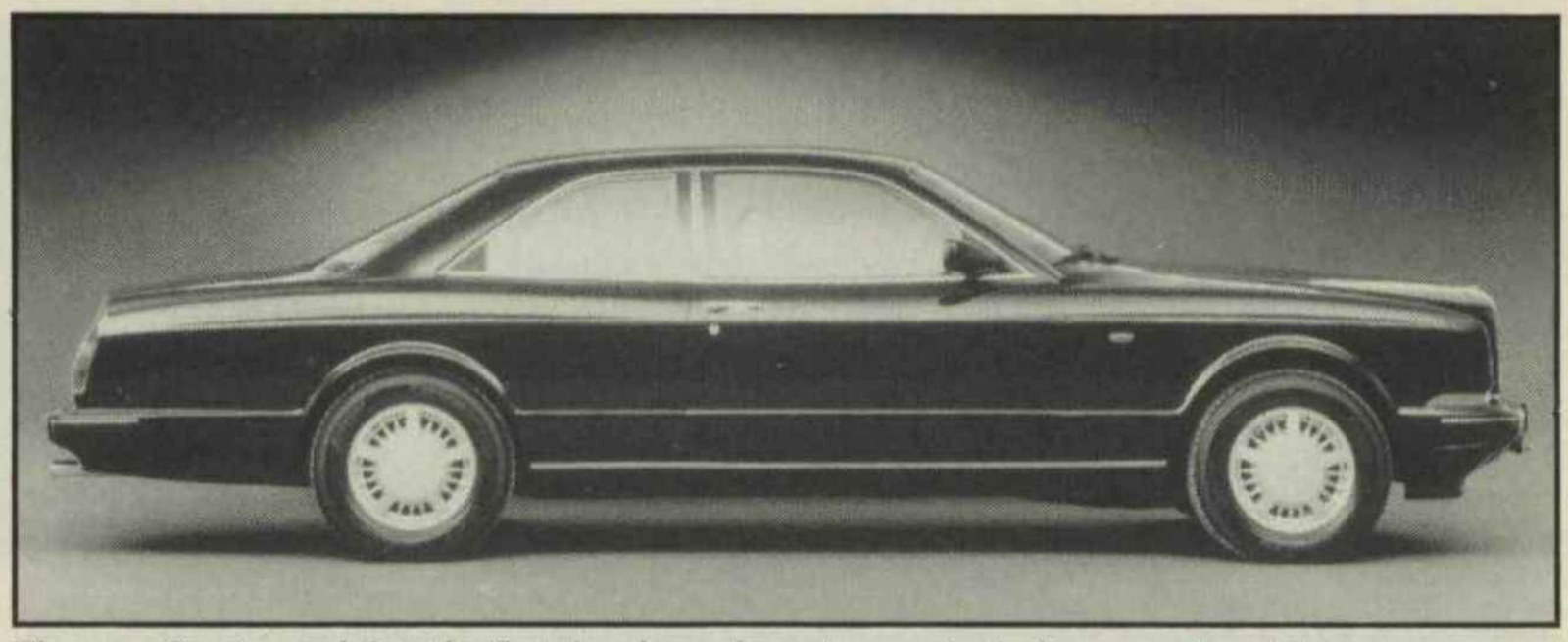
We would be interested to know your thoughts on what cars should be included, what should be in the optimum circle and which cars are nearer Saddam Hussein in character and closer to a toothbrush in practicality.

The Aston Martin OC are organising a display of cars at Brooklands on April 7, including some Aston Martins which competed there before the war.

At least 36 pre-war Aston Martins have affirmed that they will be there along with Neil Murray's well-known Grand Prix car "Green Pea", and possibly the famous "Razor Blade" and the "Halford Special". A separate display of post-war Aston Martins will be assembled for public viewing. There is also the promise of 20 Lagondas from the Lagonda Owners Club turning up on the day as well.

Brooklands will open at 10.00am on Sunday April 7, and the fee for public entry to the site is set at £3.00 per head. This includes parking, viewing of all the attractions and the opportunity of watching the pre-war cars ascending the famous "Test Hill" in a demonstration.

30 years ago Jaguar stole the limelight at the Geneva Motor Show with the launch of the E-type. In the intervening years there have been precious few times when a British manufacturer has made any sort of impact at all in this most prestigious of Shows. 1991, though, will be remembered as the year when Bentley stole the headlines from under the noses of Mercedes-Benz and BMW.



The new Continental R is the first Bentley to have its own body for more than 30 years.

It is even longer since a Bentley had a body style of its own, for it has traditionally been a clone of Rolls-Royce. The new two-door, four-light body on the Continental R is, however, unique to Bentley and harks back to the design theme last used on a Continental 35 years ago.

Powered by a turbocharged 6.75-litre V8 engine, the Continental R has a regulated top speed of 145 mph and a 0-60 mph performance of 6.6 seconds. The interior is naturally sumptuous, spacious even for four people and trimmed in leather.

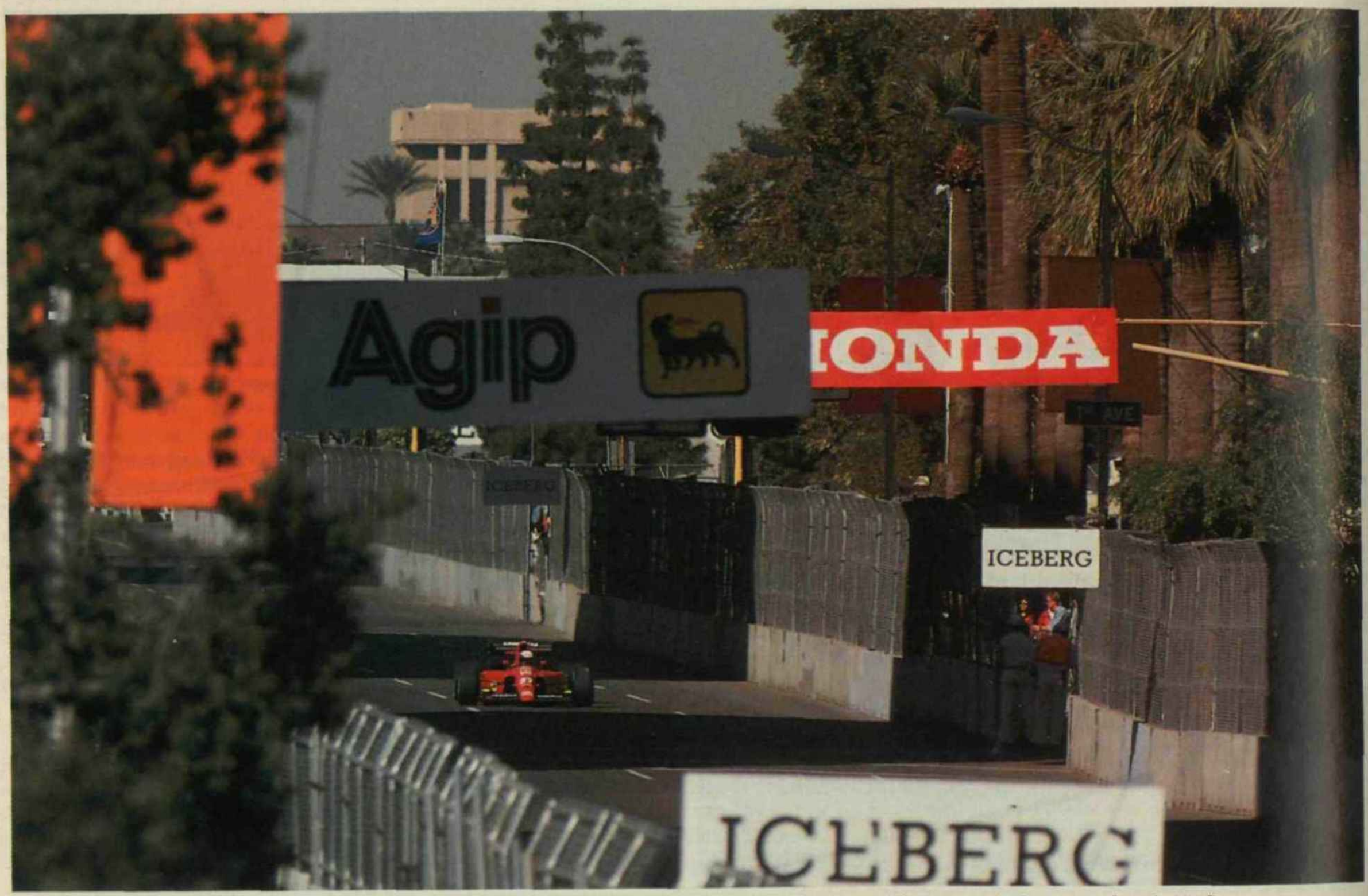
Only 70 models per major market and a price tag of £160,000 will ensure these cars will be a rare sight on the road.

APRIL FIXTURES

C—Closed. CI—Closed Invitational. R—Restricted. N—National. INT—International

Date	*Organiser*	*Venue*	*Event*	*Type*
22-24 Mar	**Confederacao Brasiliera de Automobilismo**	**Rio de Janeiro, Brazil**	**Brazilian Grand Prix**	**INT**
23 Mar	500 MRC	Kirkistown	Race Meeting	C
23 Mar	Peterborough MC	Silverstone, Towcester, Northants	Vauxhall Lotus	N
24 Mar	LIMRC	Lydden, Dover, Kent	Saloons, Inter Saloons	R
24 Mar	SRC	Snetterton, Norwich, Norfolk	Forward, FF1600	N
24 Mar	**BRDC**	**Mallory Park, Kirkby Mallory, Leics.**	**Vauxhall Lotus**	**INT**
27 Mar-2 Apr	**Safari Rally Ltd**	**Nairobi, Kenya**	**Safari Rally (WRC)**	**INT**
28-29 Mar	**BARC**	**Oulton Park, Tarporley, Cheshire**	**BF3000, BTCC**	**INT**
28 Mar-1 Apr	**Ulster Automobile Club**	**Belfast, Ireland**	**Circuit of Ireland Rally**	**INT**
29 Mar	BARC	Pembrey, Llanelli, Dyfed	F500, Firestone Prod Cars	R
29 Mar	BRSCC	Snetterton, Norwich, Norfolk	Forward, FF1600	N
29 Mar	BRSCC	Cadwell Park, Louth, Lincs.	FF1600	N
30-31 Mar	BARC	Harewood Hill, Stockton Farm, Yorks	Hillclimb	N
31 Mar	BHRC	Brands Hatch, Fawkham, Kent	Classic F3, Ferraris, MGs, Triumphs	N
1 Apr	BRSCC	Castle Combe, Chippenham, Wilts	Sport 2000, MGs	R
1 Apr	BRSCC	Mallory Park, Kirkby Mallory, Leics.	Race Meeting	N
1 Apr	BRSCC	Silverstone, Towcester, Northants	Thundersaloons, Historics	N
1 Apr	**BRDC**	**Silverstone, Towcester, Northants**	**Vauxhall Lotus**	**INT**
1 Apr	**BARC**	**Thruxton, Andover, Hants**	**F3**	**INT**
6 Apr	VSCC		Derbyshire Trial	C
6-7 Apr	LIMRC	Lydden, Dover, Kent	Trucks, Inter Saloons	R
7 Apr	750 MC	Snetterton, Norwich, Norfolk	Clubmans	R
13-14 Apr	VSCC		Welsh Tests and Trial	C
12-14 Apr	**BHRC**	**Brands Hatch, Fawkham, Kent**	**Truck SuperPrix**	**INT**
13 Apr	**BRSCC**	**Oulton Park, Tarporley, Cheshire**	**Thundersaloons**	**INT**
14 Apr	SMRC	Knockhill, Dunfermline, Fife	Race Meeting	R
14 Apr	BRSCC	Mallory Park, Kirkby Mallory, Leics.	Race Meeting	R
14 Apr	BRSCC	Lydden, Dover, Kent	Single-seaters, Saloons, MGs	R
14 Apr	BARC	Silverstone, Towcester, Northants	F Renault	N
14 Apr	**BARC**	**Snetterton, Norwich, Norfolk**	**BTCC**	**INT**
14 Apr	**GP Assoc of Long Beach**	**Long Beach, Ca, USA**	**CART**	**INT**
14 Apr	**Vallelunga ACI Sport**	**Vallelunga, Italy**	**F3000**	**INT**
14 Apr	**SMSC**	**Suzuka, Japan**	**WSC**	**INT**
20-21 Apr	BARC	Gurston Down, Wiltshire	Hillclimb	R
20 Apr	OPRC	Oulton Park, Tarporley, Cheshire	Forward, FF1600, MGs	N
20 Apr	VSCC	Silverstone, Towcester, Northants	Vintage racing	C
21 Apr	BARC	Lydden, Dover, Kent	Formula 500	R
21 Apr	SRC	Snetterton, Norwich, Norfolk	FF1600, First	N
21 Apr	BRSCC	Brands Hatch, Fawkham, Kent	Esso GpN Saloons	N
21 Apr	**BARC**	**Donington, Castle Donington, Derby**	**F3**	**INT**
21 Apr	**Phoenix Int'l Raceway**	**Phoenix, Arizona, USA**	**CART**	**INT**
27 Apr	JDC	Pembrey, Llanelli, Dyfed	Classic car races	R
27 Apr	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	C
27 Apr-2 May	**ASAC de la Corse**	**Corsica, France**	**Tour de Corse (WRC)**	**INT**
28 Apr	SMRC	Ingliston, Edinburgh	Race Meeting	R
28 Apr	CPRC	Cadwell Park, Louth, Lincs.	FF1600, First	N
28 Apr	**BARC**	**Brands Hatch, Fawkham, Kent**	**F3**	**INT**
28 Apr	**BRSCC**	**Donington, Castle Donington, Derby**	**BTCC**	**INT**

Before going to a particular event, we strongly advise you to check with the organisers or circuit that the scheduled meeting is taking place



A slightly revised circuit was host to this year's season opener at Phoenix, where even Prost could not match the pace of majestic Senna.

Senna's Warning Shot

Ayrton Senna and Honda Marlboro McLaren wrote themselves another slice of F1 history in Phoenix with a faultless performance which netted the Brazilian his 27th Grand Prix victory and, in the process, brought him level with Jackie Stewart's tally.

To the consternation of its rivals, the new MP4/6 maintained the Woking team's already enviable record of success first time out, regardless of how late its new cars might be. Anyone who had hoped that the delay in the new car's introduction, or the fact that Senna had barely driven since Adelaide, might affect the combination's level of competitiveness, had their preciously held illusions shattered. An effective, pretty car, Senna's magic and a perfect pit stop proved utterly unbeatable. He started from the 53rd pole of his career and simply walked away with the event, winning by 16 secs from arch-rival Alain Prost who found his Ferrari reliable but a poor match for the car that might well take Senna to a third world title and McLaren to its fourth on the trot.

Senna it was who edged ahead at the start, while Nigel Mansell and Riccardo Patrese, who had qualified their new Williams FW14s on the second row behind the two principal protagonists, fanned left, right, left across the track in an unsuccessful effort to oust Prost. The Frenchman's young team-mate Jean Alesi, the star of Friday qualifying in his first race meeting for Ferrari, grabbed fifth spot ahead of Gerhard Berger and tucked right in behind the Italian's Williams. Going down Washington Street towards the right/left complex at the end of the straight Jean neatly outbraked Riccardo to move up to fourth.

At the end of the first lap the order thus read: Senna, Prost, Mansell, Alesi, Patrese, Berger, with Piquet leading Moreno and Modena, all three on the fancied Pirelli rubber. Martin Brundle was a good tenth in the new Yamaha-powered Brabham, from Emanuele Pirro and team-mate JJ Lehto who had both qualified well for Scuderia Italia in their Judd V10-powered Dallaras. Bertrand Gachot, a strong qualifier in the impressive new 7UP Jordan came next, just ahead of the sensational rookie Mika Hakkinen who had taken to the heavily revised Lotus 102B like a duck to water to take 15th place on the grid. He was followed by Capelli, Nakajima, Martini, Bernard, Larini, Suzuki, Boutsen, Gugelmin, Tarquini, Morbidelli, Alboreto and Blundell. Hakkinen lost places to Capelli and Naka next time round as Boutsen passed Suzuki, and then on lap five Bernard pulled in to post the first retirement with engine failure in his Larrousse Lola.

Up front Senna quickly opened a lead of four seconds and it was clear that Prost had his hands full more with the challenging Mansell than with trying to catch his former McLaren team-mate. With most runners opting for soft rubber, but not anticipating having to pit for fresh tyres, many were taking things relatively gently on full tanks, but by lap 10 Senna was ten seconds ahead of Prost, who had momentarily shaken off Mansell. Patrese, as he had all weekend, was charging very hard and threatening Alesi again, while Berger had edged clear of the Piquet, Moreno, Modena trio. Suzuki had dropped to the tail with a very fast stop with a puncture on lap seven, but would stage an excellent recovery to sixth and a vital point for Gerard Larrousse's beleaguered team by the finish which came at the two hour mark rather than after the scheduled 82 laps. Brundle came in on lap nine with a broken toe link in the right rear suspension, possibly after tapping a wall, although he thought he might have hit the wall because of the breakage. He lost a lot of ground, but after repairs would resume and actually make the finish despite a fuel pressure-induced misfire and then suspected differential failure with 10 laps to go. Above anything, the name of the game in Phoenix was to go for mileage on the new cars, and to try to get them to the finish at all costs.

Hakkinen, perfectly calm on his GP debut, had a real test of nerve and character on lap eight when his steering wheel

worked loose while he was flat in fifth down the back straight. By sheer good fortune he managed not to hit anything and jammed the wheel back on, but then came a long stop for a replacement as his confidence had been dented. "I mean, I just couldn't trust it not to do the same again. That number eight corner on to Washington Street is flat in fourth. You go off there and it's hospital, definitely."

He recovered and resumed racing with total composure, but he lost a lot of ground and rejoined ahead only of Brundle. Lehto's run in 18th place ended with total clutch failure on lap 13, and after Morbidelli had called it a day when he couldn't get third gear on his Minardi by lap 18, Pirro made it a disappointing day for Scuderia Italia when he too retired with a broken gearbox on lap 17.

By then it was quite clear that Senna could not be challenged, but Mansell hadn't given up on Prost and Patrese was charging into the picture after disposing of Alesi in turn nine on lap 16. Bit by bit the Italian closed on his team-mate until the Ferrari and the two Williams were nose to tail on lap 20. He had a little look down the inside into nine on lap 21, and then made his move on 22. Perhaps Nigel should have given way earlier, given that Riccardo's car was clearly better set up, but Riccardo's move down the inside was certainly optimistic. He came in too fast and just as Nigel was about to turn in from a wider entry he sensed his team-mate's presence, kept his car straight, and thereby avoided Patrese as his Williams speared straight down the escape road. Nigel just got turned into the right-hander, and when Riccardo recovered he was down to sixth. Head down, he set about regaining lost ground.



Ayrton Senna dominated the whole weekend with his 53rd pole position, and a win that brought him equal to Jackie Stewart's 27 Grand Prix victories.

Qualifying times

		Friday	Saturday
1.	Ayrton Senna	1m 23.530s	1m 21.434s
2.	Gerhard Berger	1m 25.914s	1m 23.742s
3.	Saturo Nakajima	1m 26.058s	1m 25.752s
4.	Stefano Modena	1m 25.065s	1m 25.557s
5.	Nigel Mansell	1m 25.277s	1m 23.218s
6.	Riccardo Patrese	1m 24.726s	1m 22.833s
7.	Martin Brundle	1m 27.184s	1m 25.385s
8.	Mark Blundell	1m 30.061s	1m 26.915s
9.	Michele Alboreto	1m 29.067s	1m 27.015s
10.	Alex Caffi	1m 29.388s	1m 27.519s
11.	Mika Hakkinen	1m 27.976s	1m 25.448s
12.	Julian Bailey	1m 30.758s	1m 28.570s
14.	Olivier Grouillard	DID NOT PREQUALIFY	
15.	Mauricio Gugelmin	1m 26.865s	1m 26.875s
16.	Ivan Capelli	1m 54.845s	1m 26.121s
17.	Gabriele Tarquini	1m 27.164s	1m 26.851s
18.	Stefan Johansson	1m 29.857s	1m 27.753s
19.	Roberto Moreno	1m 25.170s	1m 23.881s
20.	Nelson Piquet	1m 25.026s	1m 23.384s
21.	Emanuele Pirro	1m 24.876s	1m 24.792s
22.	JJ Lehto	1m 26.765s	1m 24.891s
23.	Pierluigi Martini	1m 25.815s	1m 25.715s
24.	Gianni Morbidelli	1m 27.625s	1m 27.042s
25.	Thierry Boutsen	1m 27.984s	1m 26.500s
26.	Erik Comas	1m 28.904s	1m 27.159s
27.	Alain Prost	1m 24.507s	1m 22.555s
28.	Jean Alesi	1m 23.519s	1m 23.805s
29.	Eric Bernard	1m 27.446s	1m 26.425s
30.	Aguri Suzuki	1m 26.987s	1m 26.548s
31.	Pedro Chaves	DID NOT PREQUALIFY	
32.	Bertrand Gachot	1m 27.568s	1m 25.701s
33.	Andrea de Cesaris	DID NOT PREQUALIFY	
34.	Nicola Larini	1m 27.761s	1m 25.791s
35.	Eric van de Poele	DID NOT PREQUALIFY	
PREQUALIFYING			
21.	Pirro	1m 28.288s	
22.	Lehto	1m 28.792s	
34.	Larini	1m 30.244s	
32.	Gachot	1m 30.304s	
33.	de Cesaris	1m 30.937s	
31.	Chaves	1m 31.113s	
14.	Grouillard	1m 32.126s	
35.	van de Poele	1m 37.046s	

Three laps later he was right behind Berger, who was pressuring Alesi very hard, and the three circulated nose to tail, ducking and weaving, until lap 30 when Riccardo pulled a successful version of his Mansell move on the Austrian. He really was driving very well, and when Nigel's gearbox finally cried enough exiting the final turn to begin its 36th lap, he was elevated to fourth.

Three laps earlier Blundell's satisfactory debut for Brabham had ended in the final turn after he'd worked himself up to 18th place ahead of Tarquini and Alboreto, who'd pitted earlier with a brake problem. "There was an excessive amount of oil on the undertray," he summarised, "so perhaps I spun on my own oil, I don't really know." As the Brabham kissed the wall gently, backwards, Hakkinen arrived on the scene and was obliged to spin to miss it. "I was going backwards trying to help him avoid me," said Mark. "I didn't know which way he'd spin," said Mika.

Unnoticed in the excitement of Patrese's gallant chase of Alesi, Gugelmin's outing in the Ilmor-engined Leyton House ended on lap 35. Thirsting after Boutsen's Ligier, which had lost its clutch on lap 29 after bearing failure, and then started misfiring on lap 34, Mauricio finally pulled in with second gear broken. As the CG911 was wheeled away, a punctured radiator was also identified as the cause of overheating. Capelli in the sister car worked up to eighth place by lap 40 and was a contender for the final point, but would succumb

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Nakajima followed his new team-mate home in fifth place after a steady drive.

to an overheated gearbox after oil pump failure. After both cars had been sabotaged in qualifying, the Italian's race performance at least brought a glimmer of hope for the team.

Having survived a trip down the turn nine escape road Boutsen soldiered on for as long as the 41st lap when his Lamborghini cut out exiting the hairpin due to suspected ECU failure.

Patrese was meanwhile driving his heart out in chase of Senna, Prost and Alesi, and Berger lay fifth as Piquet continued to fend off Moreno and Modena, who looked as if he might stay glued to the second Benetton's tail all day. A bad weekend got worse for the Austrian on lap 37, however, as his MP4/6 coasted to a halt. "My water temperature had been high for some time, losing me power," he explained, "and then the fuel warning light came on and the engine stopped." The lack of fuel pressure was later traced to a failure in the fuel pumps which live in the tank.

If Gerhard's demise from his 100th GP did not exactly alter the face of the battle for second place it did elevate Piquet's little trio, and then when Alesi stopped for tyres on lap 43, against Goodyear's initial expectations, Riccardo began to haul in Prost. The older Frenchman was also in trouble with his rubber, pitting on lap 46 and dropping to seventh. Alain was experiencing a recurrence of clutch trouble which had afflicted his car in the morning warm-up and was loathe to risk a stop if he could help it, but in the end he had little choice. "The problem made the car unsure under braking and on the straights because I couldn't be sure to get each gear," he revealed, and then his stop took an agonizing 15.8 secs as the right rear wheel was reluctant to come off.

By contrast, Senna's stop on lap 48 was pure perfection as the McLaren lads despatched their charge with so little delay that Ayrton still had 14.9 secs of his original 31.5 secs lead left when he resumed. Riccardo never even got a whiff of the lead, and in any case, his race was about to end in abrupt manner.

Like Mansell, he had been experiencing gear trouble, and going into the famous flat-in-fourth turn eight where Alesi had come to grief in qualifying while trying to better Senna's time on Saturday afternoon, the Williams gearbox clicked into neutral. "Then suddenly, as I coasted round, it took second!" He spun, and ended up facing the traffic in the blind bend. "I had complained about the corner's sharp edge after qualifying," said Senna, who only just missed the Williams. "There were just normal yellows waved, which made you just think that something was wrong. I had real surprise when I saw a car right in the middle of the track. You need better indication when something is so serious. I slowed a lot, and I still came

The grid

PROST Ferrari 642 1m 22.555s	SENNA McLaren MP4/6 1m 21.434s
MANSELL Williams FW14 1m 23.218s	PATRESE Williams FW14 1m 22.833s
ALESI Ferrari 642 1m 23.519s	PIQUET Benetton B190B 1m 23.384s
MORENO Benetton B190B 1m 23.881s	BERGER McLaren MP4/6 1m 23.742s
LEHTO Dallara BMS191 1m 24.891s	PIRRO Dallara BMS191 1m 24.792s
BRUNDLE Brabham BT59Y 1m 25.385s	MODENA Tyrrell 020 1m 25.065s
GACHOT Jordan 191 1m 25.701s	HAKKINEN Lotus 102B 1m 25.448s
NAKAJIMA Tyrrell 020 1m 25.752s	MARTINI Minardi M191 1m 25.715s
CAPELLI Leyton House CG911 1m 26.121s	LARINI Lambo 291 1m 25.791s
BOUTSEN Ligier JS35 1m 26.500s	BERNARD Lola L91 1m 26.425s
TARQUINI AGS JH25 1m 26.851s	SUZUKI Lola L91 1m 26.548s
BLUNDELL Brabham BT59Y 1m 26.915s	GUGELMIN Leyton House CG911 1m 26.865s
MORBIDELLI Minardi M191 1m 27.042s	ALBORETO Footwork A11C 1m 27.015s

DNQ: COMAS, Ligier JS35, 1m 27.159s; CAFFI, Footwork A11C, 1m 27.519s; JOHANSSON, AGS JH25, 1m 27.753s; BAILEY, Lotus 102B, 1m 28.570s.



A vivacious drive by Patrese occasionally put him in front of Nigel Mansell, but it was to end in tears on lap 50.

close to hitting him. Had I slowed only a bit, I would have. I knew as I looked in my mirrors that somebody would hit. I'm not happy about the way they cleared the car," — it was stuck in gear so it was left for the rest of the race - "or how long they took to move the bits."

"I saw the yellows but no message which side to go," said Piquet. "I just missed him, and then in my mirrors I saw Moreno. Bingo! I couldn't believe it. It was very, very close."

Fortunately, Moreno struck the nose of the Williams rather than its flanks, and while both cars were severely damaged, both drivers were able to escape, even if Patrese did sustain a nasty blow to his leg.

Prost slammed hard into a piece of debris but did not sustain damage to the Ferrari, but his avoidance was neatly captured by the in-car camera.

With Riccardo and Roberto out, it was left to Alesi to hunt down Piquet, who had moved up to second in the Camel Benetton but was regretting his choice of relatively hard Pirellis. "I could have run a softer compound without trouble." he shrugged. "I guess today we were just a bit too conservative with our choice." By lap 53 the Ferrari was back ahead, but while Alesi had no chance of catching the majestic Senna, Piquet was still capable of sticking close as he came under pressure from Prost when the Frenchman finally found a way by Modena on lap 57. The three contenders got nose to tail by lap 65



Mika Hakkinen put in a superb GP debut, but blew up shortly after avoiding a spinning Blundell.

after Nakajima had sportingly run wide in the last turn to aid Alain's progress, and then on lap 69 Alesi hove into view with Nelson trying the outside line into the last double-apex left. The Ferrari driver had slowed momentarily but refused to concede his line — "Ah, the exuberance of youth," said a spectating Jackie Stewart — and that was all Prost needed just as it seemed he had no answer to either of them. Nelson passed Jean on the straight as the latter lost momentum, and then Prost got them both before turn one.

It was really over bar the shouting then, but right near the end Alesi's engine began smoking and on lap 73 Jean ground to a halt in turn nine. As he climbed out he threw his gloves to the fans, Mansell-style.

The impressive Gachot took over Capelli's eighth place ahead of Martini and Nakajima, who'd lost time with a trip up the turn nine escape road, but a miserable



Piquet drove steadily and nearly caught Prost on the last lap. Four points got his season off to a good start.



Gachot gave the Jordan an encouraging GP debut, qualifying 14th and narrowly missing a point.

weekend for Alboreto's Footwork was concluded a lap later when Michele retired with a broken gearbox. Hakkinen was the final retirement on his 60th lap when his Judd EV blew, but the young Finn had made a very, very impressive debut.

Nakajima's progress eventually took him back past the duelling Gachot and Martini by lap 45, but by lap 50 Bert had the 7UP Jordan in an excellent seventh place, tantalisingly close to the point that might help the team escape pre-qualifying. Shortly afterwards, though, he spun when his tyres lost grip without warning. During his ensuing tyre stop he was passed by Martini and Suzuki, but as the luckless Italian ground to a halt on lap 75 with a blown Ferrari engine, it seemed the Jordan equipe might just grab a deserved point first time out — until the Ford HB quit a lap after Martini went out. "It just suddenly went flat, no warning. No over-rev light, nothing," said the Belgian, who had driven a very good race for the fledgeling team.

As Suzuki thus scooped that point, Nicola Larini once again used his remarkable talent for bringing a car to the finish to reward Modena Team with seventh place first time out. Considering that the little Italian had lost a long time with a Fred Karno pit stop in which the right rear wheel stubbornly refused to come off, it was a very good performance. Tarquini survived a misfire in right-handers to give AGS a valuable eighth place finish, with Minardi and Jordan's broken runners classified ninth and tenth. Brundle was 11th, cheered to finish and thus put miles on the Yamaha V12.

For Ferrari there was the consolation of six solid points in the bag from a race which traditionally does not favour either its engine or its chassis. For Nelson Piquet it was a useful four as he awaits John Bernard's new B191. For Ken Tyrrell it was a very welcome payday with a fourth and a fifth with his new Honda power-unit. Phoenix, however, was all about Ayrton Senna and the speed, already, of the McLaren MP4/6 and its Honda V12.

"I'm very impressed by it, chassis and engine," admitted the candid Prost. "But the Ferrari we have seen this weekend is not the Ferrari we have used in the winter. I want to wait for Brazil to get an idea of the performance of our car."

Nevertheless, the feeling as the teams headed for South America and Senna's homeland was that if the McLaren is already this good straight out of the box, the red cars are going to be very hard-pressed to stop the red and whites keeping these championship trophies. DJT

Phoenix. 81 laps of 2.312 miles, 187.272 miles.
Warm but overcast.

1. Ayrton Senna, McLaren MP4/6	Honda RA121E V12	2h 00m 47.626s 93.018mph.
2. Alain Prost, Ferrari 642	Ferrari	2h 01m 04.150s.
3. Nelson Piquet, Benetton B190B	Cosworth V8 EXP	2h 01m 05.204s.
4. Stefano Modena, Tyrrell 020	Honda RA101E V10	2h 01m 13.237s.
5. Satoru Nakajima, Tyrrell 020	Honda RA101E V10	one lap behind.
6. Aguri Suzuki, Lola L91	Cosworth V8 DFR (Hart)	two laps behind.
7. Nicola Larini, Lambo 291	Lamborghini V12	three laps behind.
8. Gabriele Tarquini, AGS JH25	Cosworth V8 DFR	four laps behind.
9. Pierluigi Martini, Minardi M191	Ferrari V12	six laps behind.
10. Bertrand Gachot, Jordan 191	Cosworth V8 HB	six laps behind.
11. Martin Brundle, Brabham BT59Y	Yamaha OX99 V12	eight laps behind.
12. Jean Alesi, Ferrari 642	Ferrari V12	nine laps behind.
13. Mika Hakkinen, Lotus 102B	Judd EV V8	retired lap 60, engine.
14. Riccardo Patrese, Williams FW14	Renault RS3 V10	retired lap 50 accident.
15. Roberto Moreno, Benetton B190B	Cosworth V8 EXP	retired lap 50 accident.
16. Michele Alboreto, Footwork A11C	Porsche 3512 V12	retired lap 42 gearbox.
17. Ivan Capelli, Leyton House CG911	Ilmor LH10 V10	retired lap 41 gearbox.
18. Thierry Boutsen, Ligier JS35	Lamborghini V12	retired lap 41 ECU.
19. Gerhard Berger, McLaren MP4/6	Honda RA121E V12	retired lap 37 fuel pressure.
20. Nigel Mansell, Williams FW14	Renault RS3 V10	retired lap 36 gearbox.
21. Mauricio Gugelmin, Leyton House CG911	Ilmor LH10 V10	retired lap 35, g/box.
22. Mark Blundell, Brabham BT59Y	Yamaha OX99 V12	retired lap 33 accident.
23. Emanuele Pirro, Dallara BMS191	Judd GV V10	retired lap 17 gearbox.
24. Gianni Morbidelli, Minardi M191	Ferrari V12	retired lap 16 gearbox.
25. JJ Lehto, Dallara BMS191	Judd GV V10	retired lap 13 clutch.
26. Eric Bernard, Lola L91	Cosworth V8 DFR (Hart)	retired lap 5 engine.

FASTEST LAP: Alesi on lap 49, 1m 26.758s, 95.936mph.

CHAMPIONSHIP POSITIONS

DRIVERS: 1. Senna 10 points; 2. Prost 6; 3. Piquet 4; 4. Modena 3; 5. Nakajima 2; 6. Suzuki 1.

CONSTRUCTORS: 1. McLaren Honda 10; 2. Ferrari 6; 3. Tyrrell-Honda 5; 4. Benetton 4; 5. Lola Ford 1.

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Senna? Only so good, because others are so bad?

In the Beginning

Just when the 1991 season looked settled FISA reared its ugly head and threw a handful of spanners into the Formula One works. A number of constructional details that were thought to be mandatory for 1991 were postponed, and the decision for 14 of the 16 races to count for a driver's collection of points for the title of World Champion, was suddenly changed to all 16 to count. This was something that was so logical, and supported by most people in Formula, that it was difficult to understand the mentality of those who opted for 14 out of 16. It is also rather hazy as to why the original idea of 11 out of 16 races to count ever came into being. Everyone who is entered for the FIA Drivers World Championship is contracted to compete in all 16 events, so finally common sense has prevailed in Paris and apart from anything else it will encourage drivers to race all the time at all the races and we won't have the mathematicians amongst them doing their sums as they gives up trying and cruise home to a pointless finish.

No longer will we have the nonsensical situation as the season draws to a close of the media with calculating machines hypothesizing on who could, should, or might be World Champion from mathematical calculation. With the winner getting 10 points this year instead of the previous nine, the more wins the better. As the Bruce McLaren team used to say before Ron Dennis took his overalls off to move to higher management, "Winning isn't everything, but it is a lot better than being second."

One thing about FISA, who organise the FIA World Championships, that no-one will dispute is that they are consistent in their unpredictability. After the entries for the Grand Prix season had closed a full list of drivers and numbers was issued, the major change from last year being that Senna became Number 1 (and Berger Number 2) and Prost became Number 27 and Alesi Number 28, as a result of Senna winning last year's World Champion title. In spite of the official list being published there were two distinct factions as regards the racing numbers of the Brazilian Benetton drivers. Some magazines had Piquet as 19 and Moreno as 20, while others had Piquet as 20 and Moreno as 19, as they were last year. Nobody was really convinced either way until practice for the first race at Phoenix began. There are times when you could have misgivings about Formula One being a multi-million dollar professional business, as many people refer to it. Multi-million dollar — yes. Professional. . . !

In spite of any misgivings the enthusiasm for Formula One and for becoming part of it never seems to diminish; as fast as one team withdraws for whatever reason, there is always another ready to take its place, and there is a virtual waiting-list of drivers on the edge waiting for the opportunity to join the act. At the opening round at Phoenix, for the United States Grand Prix, there were five new drivers to the scene, Mark Blundell, Pedro Chaves (from Portugal), Erik Comas (spelt with a K unlike the other French driver Eric Bernard, who spells his Christian name with a C), the Finnish driver Mika Hakkinen, and the Belgian Eric van de Poele. Formula One is indeed truly international, for the established drivers come from Brazil (4), France (4), Great Britain (3), Italy (11), Japan (2) and singletons from Belgium, Luxembourg, Finland, Sweden and Austria. It is not surprising that occasionally one driver does not really understand what another driver is saying, let alone what he thinking!

One of the interesting things last season was the progress made by Gerard Larrousse's team with their Lola-Lamborghini's, to most onlookers' delight, though it was an embarrassment to Team Lotus who were using identical engines in the Frank Dernie-designed Lotus 102, and to other French teams who were trying to be "Top Poodle" in the national eye. With little warning and no explanation Lamborghini withdrew their support at the end of the season and then the team's major Japanese sponsor withdrew before he got into financial difficulties. All this resulted in Larrousse having a bad time during the winter months, but enthusiasm and determination kept him and his supporters going and new Lola 91 cars were built with Cosworth DFR power units and two entries were registered for the 1991 season, and accepted. FISA (here we go again!) apparently suddenly discovered that on the Larrousse entry forms for the previous year it had stated that the cars were built by Larrousse, and no mention was made of Lola Cars. Everyone in Formula One, even the man on the gate, knew that the cars were Lola built, though Larrousse was planning to eventually build the cars 'in house'. It took FISA a whole year to wake up to the fact that Larrousse had made a false statement on his 1990 entry! (Did I say FISA was unpredictable?). They cancelled the Larrousse Team from their sixth place in the Constructors Championship, which had been a well-earned position, which had made them "Top Frog". Who needs enemies when FISA are in charge?

I cannot believe that Ayrton Senna took a correspondence course in Gamesmanship with the Stephen Potter College in Yeovil, but had he done so he would have graduated with the highest honours. At the end of last season he briefly tested the new Honda V12 engine in a "mock-up" chassis and then went home to Brazil, leaving the routine development to other drivers. He returned to Europe a week or two before the recent United States GP and tried the brand new McLaren MP4/6 in race-ready form with the first 1991 version of the Honda RA121E engine. This was at the Estoril circuit, and he expressed satisfaction with the new McLaren car, but said he thought the V12 Honda did not have enough power and did not seem to be much improvement on last year's V10. Naturally the scaremongers in the press/media world jumped on this and we were given the impression that Ferrari, and others, were going to annihilate the McLaren team this year. Honda themselves quietly pointed out that the engine Senna had used at Estoril was to "Phoenix specification" and was not really suited to the Estoril circuit, and he was not doing an Estoril test, he was doing a pre-Phoenix test.

Nobody seemed to be listening or

asking Honda what the difference in engines was all about. Naive people still seem to think a Honda engine is merely a Honda engine, and a V12 Honda is simply a V12 Honda, even though Honda themselves published a very interesting report on the development of the V10 engine, with details of the six different versions used by McLaren last year. Honda Research & Development never stops and this year they could have seven or even eight versions of the V12 engine, each one suited to a different set of requirements, though all looking the same outwardly, but the power and torque characteristics being very different, though how they will achieve this is hardly likely to be revealed. The suggestion that the Honda V12 was not much improvement over the V10 was most likely, for you cannot imagine Honda starting the V12 project if it was not going to start where the V10 finished, at the very least.

When Senna and the brand new and un-raced Mclaren MP4/6 with Honda RA121E engine appeared at Phoenix there were those who thought Ferrari would trounce team McLaren, and some who thought that Williams-Renault and Benetton-Cosworth were also going to give them a hard time. People close to the scene voiced the opinion that Senna would be "stale", having not driven a Formula One car for nearly three months, while all the other drivers had been testing, practising, testing and keeping their hand in.

What happened in Phoenix, Arizona? A full race-report appears elsewhere in this issue of MOTOR SPORT with all the details, but put simply, it was Ayrton Senna and the brand new McLaren MP4/6 with Honda V12 power all the way with nobody even looking like challenging him. In fact, for a lot of the 26 drivers in the race the only time they saw Senna was when he lapped them. From pole position (his 53rd) he led from start to finish to score his 27th Grand Prix victory.

So, were the happenings at Estoril just bluff, because if so, they worked perfectly. Was Senna applying a little gentle "Gamesmanship" to the Press to create a false impression for his opposition, because no one will deny that Prost and the Ferrari are serious opposition, nor that as Jean Alesi matures and gains experience he will be serious opposition. Nelson Piquet must never be under estimated, and given the right car Nigel Mansell is opposition to anyone, though most of all to himself. While Mansell was trying to be philosophical about retirement, explaining that the Williams FW14 was brand new and "teething" troubles had to be accepted, he seemed to overlook the fact that the Mclaren MP4/6 was also brand new, including the engine, and it had won its first race. Not many teams can claim that accomplishment, but with Ferrari and McLaren virtually sharing the 16 races in a season between them it doesn't leave much scope for other cars, new or old, to even claim a single victory. 1991 may prove to be different, we shall have to wait and see. Before the Phoenix race Alain Prost expressed the view that he thought there were only three drivers capable of being 1991 World Champion and they were Prost, Senna and Piquet. Looking at the winner's rostrum after the race he looked to be resumably accurate in his predictions!

Of course, by the time these words are being read the Brazilian GP will be about to take place and there could be an entirely different story to tell. Be that as it may, McLaren-Honda won the first race of the 1991 season with their new car and it had enough of everything for Senna to give a perfect demonstration of his remarkable talent. I know the anti-Senna Brigade will throw this copy of MOTOR SPORT away in fury, and one regular reader will have his breakfast spoilt again, while some may even cancel their monthly subscription. But like Senna or not, no-one can deny he has remarkable driving talent. As I remarked to a friend, after the race, "if Senna took things more seriously, and spent the winter practising and testing, like everyone else, rather than going home to spend his time with his family and friends, he could become quite good."

One final thought, could it be that Ayrton Senna is not that good, he only looks good because the rest are so bad? DSJ

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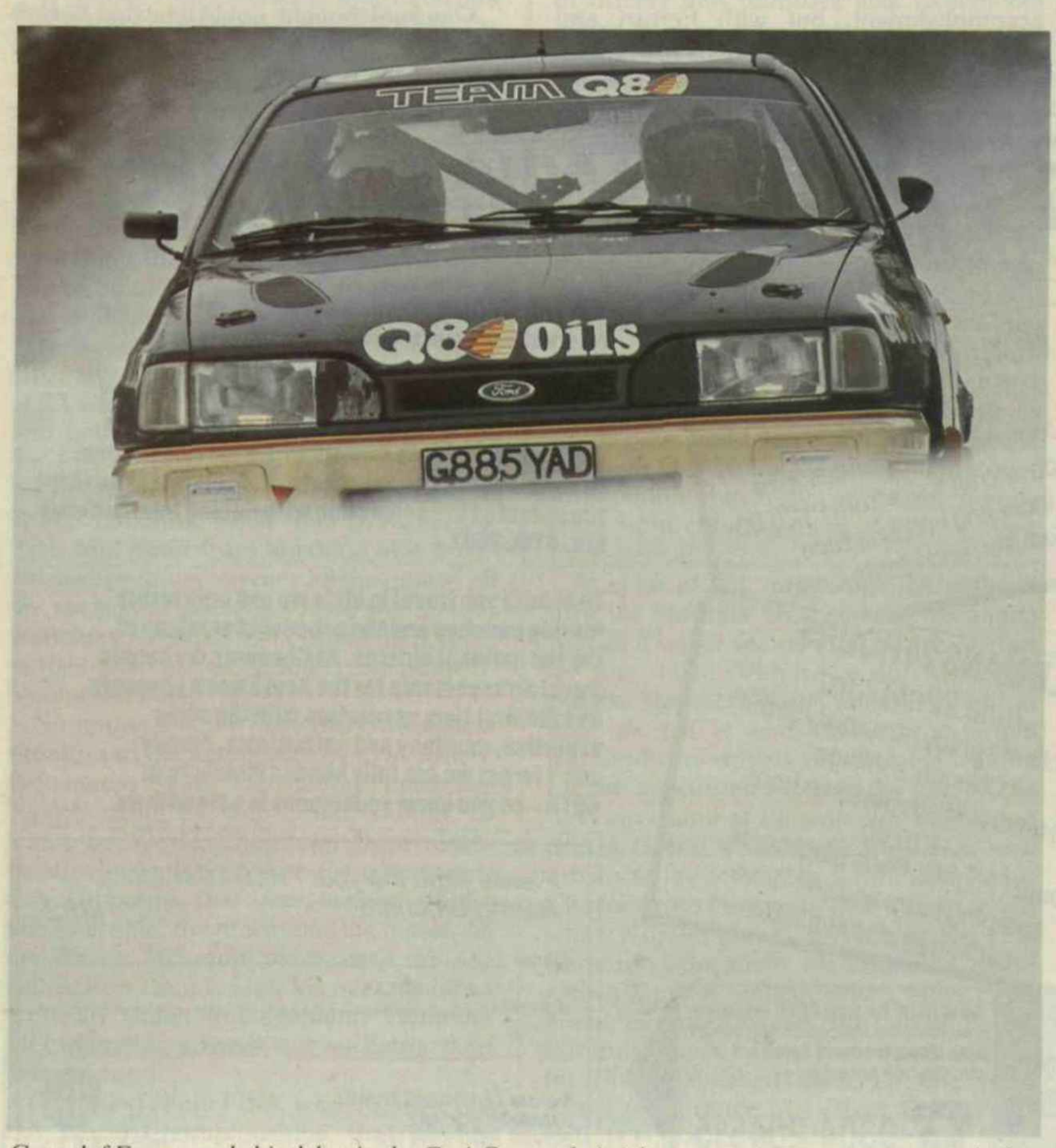
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Kenneth Eriksson scored his maiden win on the Swedish, a result which made him equal to Carlos Sainz on the points table.

Spawn of the North



Gwyndaf Evans made his debut in the GpA Cosworth 4x4, but a promising start was ruined when he rolled the car and fell down the field.

Sandstorms are inevitable in the Sahara; the Cook Straits will never be without their winds; and snow is a meteorological certainty during a Swedish winter. Each of those statements seems as logical as calling a leopard spotted, and it is almost incomprehensible that any of the locations mentioned should be without its associated climatic condition. Nevertheless, it is quite possible to cross the Sahara without encountering a single sandstorm, to find calm water off Wellington and even to visit Sweden in wintertime without seeing any snow whatsoever. None of them is a permanent feature which occurs regularly and predictably during established periods.

Climate follows general patterns, but within those patterns the actual detail is extraordinarily assorted. Kenyans are probably more weather-conscious than most, and are well aware that even during the season of the Long Rains the sky can be clear and the ground rock-hard. But the Safari Rally is competitive whether it is wet or dry, whereas at the other extreme of the scale, the absence of the Swedish Rally's essential ingredient can be disastrous for the one real snow rally of the World Championship.

It seems unthinkable, but such disasters can, and have, happened. We recall several Swedish Rallies held on special stages which were almost clear of snow, but by far the worst case was in 1990 when conditions were so bad that the event had to be cancelled altogether; and by bad conditions we mean the opposite to those which prevailed in Britain during the snows of mid-February.

In winter rallying parlance, the adjectives used to describe weather situations are the reverse of those used by radio and television forecasters. Heavy snowfalls followed by ploughing usually produce ideal conditions for a snow rally — a good, firm base of packed snow on the frozen surface, and the road lined by substantial, protective snowbanks. Roads which have little or no snow covering, which have dirt and gravel exposed, or which are soft or even muddy due to unseasonally high temperatures are certainly not what Scandinavian winter rally organisers and competitors hope for.

Ask a passer-by what he knows about motor competitions on snow and he will almost certainly respond by mentioning the Monte Carlo Rally. He will probably know little of the other winter rallies of the world; even less of ice-racing, that spectacular Nordic pastime from which were bred those fearsomely spiked tyres known as "porcupines"; and almost nothing of snowmobiling, the exhilarating winter sport in which simple belt propulsion on snow can produce initial acceleration superior to that of a Formula One car on tarmac!

In years past, journeying to Monte Carlo in January was considered the pinnacle of wintertime motoring adventure. What better appeal to the venturesome motorist than something which promised a satisfy



Mats Jonsson in the Toyota Sweden Celica GT4 chased Eriksson all the way and finished just 20 seconds behind at the finish.

ing, yet perilous, means of journeying to winter sunshine on the Mediterranean? The routes crossed pass after snowy pass, and just getting there in those early days was achievement enough. But times have changed, and no longer is the downward (sideways, if you were Italian or Polish) journey much of a challenge. The real contest now comes afterwards, and whilst we would be the last to make light of the toughness of the present Monte Carlo Rally, what is nowadays called the concentration run is no more than a non-competitive prelude maintained merely to follow tradition.

But if it's snow you're after, Monte Carlo is hardly the place to head for. The Alpine passes can be quite dry even in January, and to find consistent snow you'd be far better off making for Sweden, Finland, Norway or even the Soviet Union which, contrary to a Land Rover announcement of October, 1989, was running international motor competitions many years ago, and still does. What's more, the Soviets were indulging in races for big military vehicles long before truck racing was even thought of in the UK.

No less than ten events appeared on the rally calendar for January, 1991; five in Sweden and one each organised in Finland, Norway, Poland, the Soviet Union and Monaco. Finnish Lapland's Arctic Rally (or Tunturiralli as is it locally known) is so far to the North that snow is guaranteed, but the far more southerly Monte Carlo Rally depends very much on prevailing weather conditions in the Alps.

Somewhere between these two is the Swedish Rally, but please don't misunderstand us when we say that this is an event which can suffer from lack of snow. It is very much a winter rally, and the absence of adequate snow is the exception rather than the rule.

When the 1990 Swedish Rally was cancelled, conditions in the province of Värmland, where the rally is based, were hardly wintry at all. The snowfall had been very light, and ambient temperatures had not dropped to anything like their normal winter level, with the result that lakes had not frozen and forest road surfaces were wet and muddy rather than hard and frozen. Indeed, it even rained, and some roads were covered by flood water. They were hardly ideal conditions for a winter rally, but it nevertheless took a great deal of heart-searching before the organisers took the decision to call it off.

The cancellation itself was disastrous enough, but the organisers had another worry. The Swedish Rally hasn't really enjoyed the strength of a firm foothold in the World Rally Championship. Although it is the only true snow rally in the series, its position has been tenuous, and even now it is only a qualifier for the drivers' series, not that for makes. The fear was that the 1990 cancellation might result in its being dropped altogether.

Fortunately, this did not happen, and the 1991 event kept its place in the championship as one of four events (there are 14 in all) which count only for the drivers' series.

However, the organisers did not want to risk a repetition of the 1990 cancellation and took steps accordingly. The rally is traditionally held in Värmland and is based at the capital of that province, Karlstad. That city lies on the northern shore of Lake Vänern, Sweden's biggest inland water mass which is roughly in the middle of the country's southern half and about as big as Cornwall.

Past Swedish Rallies have been held in the area immediately to the North of the lake, rarely venturing much further than Torsby, about fifty miles from Karlstad as the crow flies. The region abounds in fast, undulating forest roads, but the organisers felt that it would be safer this year to venture a little further North, where the land is somewhat higher, the temperature lower and an adequate quantity of snow less uncertain.

As it happened, the snowfall had been adequate, the ice beneath quite solid, and temperatures low enough to prevent slush from forming. By day, it was generally around -10°C, falling to about -15°C at night; cold enough, but a far cry from the -40°C recorded by day in 1966, the coldest year in the history of the Swedish Rally since it moved from Summer to Winter in 1964.

The base was kept at Karlstad, but the route extended as far as Falun, some 110 miles to the North-East. The first two legs were divided by a night stop in that town, whereas the third formed a loop starting and finishing at Karlstad, using familiar stages in the region of Torsby.

No doubt also due to the fear of mild weather, there were no stages on frozen lakes or rivers this year, which was rather a pity but quite understandable under the circumstances. Lake stages have been cancelled in the past, and we recall one stage on the river Klar being considerably shortened due to the effect of warm water being pumped in from the cooling plant of a power station!

Whether frozen lakes are used or not, it is important to keep cars as free from ice

as possible, and chipping away at underbody formations is one of the routine tasks at service points during the Swedish Rally, just as baked mud is chipped away during the Safari.

Sweden has strict rules concerning tyres which may be used in wintertime. Summer tyres, such as those which are used all the year round in Britain, are frowned upon, but so are tyres which are too heavily studded. There are limits on the length, weight and shape of each stud, and on the number which can be inserted into a unit length of tread circumference.

However, for the rally itself, slightly longer studs were permitted, and more of them. No-one complained about this, of course, but it did mean that during the rally competitors found themselves with far better grip than they had experienced during practice, and therefore had to "uprate" their pace notes accordingly. First time competitor Didier Auriol was one driver who stressed the importance of this point, also saying that it was against all his instincts to use the snowbanks to "bounce" his car around a corner, although he was learning fast.

Bank-bouncing is a technique well known to experienced drivers in Swedish and Finnish winter rallies. When stages are ploughed, the snow is piled on both sides of the road. The more it snows, the more they are ploughed and the bigger and more compacted the banks become. Bouncing a car sideways against one of these banks can help it around a corner which it might not otherwise be able to negotiate.

But the procedure demands skill, timing and judgement. If a front corner of the car hits the bank first, not the complete, flat side, the chances are that the whole car will dive into the snowbank rather than bounce off it, and that can mean considerable time-wasting digging, as many crews discovered during practice.

If the bank is not high enough, hitting it sideways may result in the car rolling over the top and off the road. If the bank conceals a rock or a tree stump, the driver can only hope that the snow cushion will be thick enough to prevent any serious damage.

Many years ago, when Saabs were enjoying their successes, it was not just their narrow "bicycle" tyres that other teams used to laugh at. Their insistence on having hub caps on their wheels during snow rallies also caused some mirth. In those days, smooth-sided, lightweight wheels had not come into vogue, and Saab drivers had discovered to their cost that when four revolving wheel studs and nuts came into contact with a snowbank, they drilled their way in, the whole car then following. With hub caps, there was far less risk of digging in, and it was not long before people stopped making jokes about them, and about the narrow tyres!

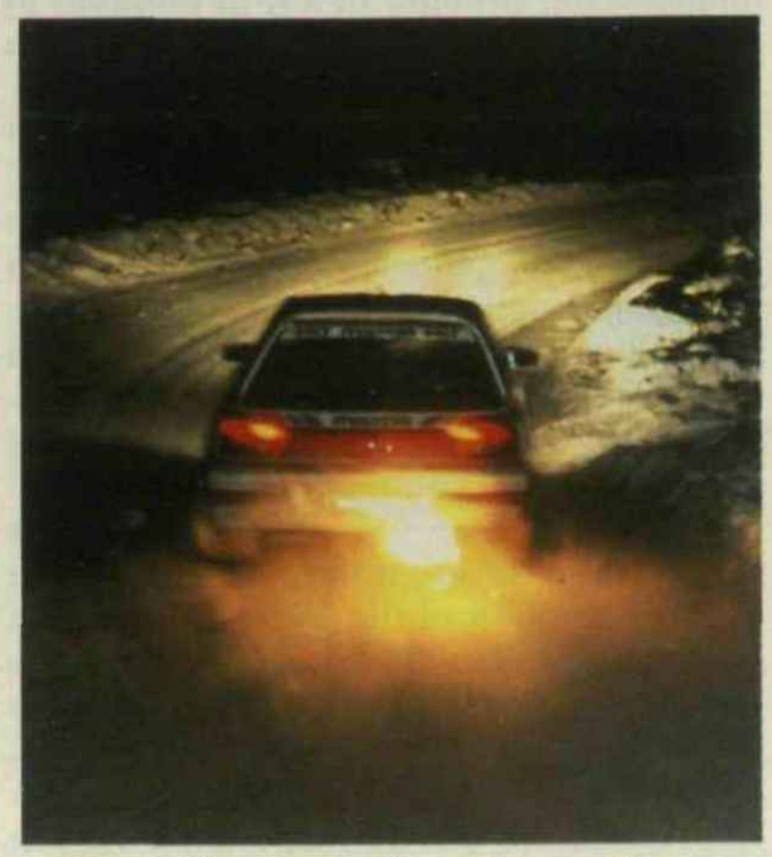
Towards the end of last year it was thought that the World Championship might be affected in some way by the Gulf War, and there was even talk that the



After his disaster on the Monte, Didier Auriol had a steady run to ninth place.

Monte Carlo Rally could be called off. Had that happened, it seems that the plan was to bring the Swedish Rally into both sections of the series rather than that for drivers only. For that reason, some teams placed entries in the Swedish event, only to withdraw them when the Monte Carlo Rally did take place. However, the rally nevertheless attracted a good spread of competitors, Toyota, Mitsubishi, Subaru, Mazda, Lancia and Ford all being represented in one way or another.

Although Toyota Team Europe was not officially taking part, Celica GT4s, staff and equipment were sent from Cologne for the benefit of Sweden's Toyota team, whose drivers were Mats Jonsson and Leif Asterhag. Mitsubishi Ralliart, having announced its withdrawal from the Portugal Rally in March, took three Galant VR-4s for Kenneth Eriksson, Timo Salonen and Lasse Lampi, the latter having been the team's behind-the-scenes test and development driver for some considerable time.



A Mazda illuminates the tricky conditions.

Prodrive was there in the form of two Subaru Legacies driven by Markku Alén and François Chatriot, whilst Mazda had two 323 GT-Xs for Hannu Mikkola and Ingvar Carlsson, a third car being driven for the Swedish importers by Björn Johansson.

Martini Lancia was not there, but Fina-backed driver Didier Auriol has his sights on the championship this year and went to Sweden in search of points after his disappointing retirement in Monte Carlo. Another Delta Integrale was driven by that stalwart Swede Per Eklund.

Ford was not fielding a full side, but Gwyndaf Evans was having his first taste of a Group A Sierra Cosworth 4x4, his first taste of left-hand-drive and his first taste of driving on studded tyres. A Group N version of the car was driven by Tommi Mäkinen from Finland.

On the first day, fresh snow in some areas gave a disadvantage to those running in the front positions, especially Carlsson who was at number one. Indeed, the first lead was taken by Jonsson in his Toyota, although he and Eriksson were very close and changed places once or twice.

Alén complained that his Subaru was jumping out of gear occasionally, and later the gearbox was changed. He was also splitting drive shaft joint gaiters, which may have been due to their becoming brittle in the low temperatures, although his team-mate Chatriot was not having that problem. At the end of the first day, Alén's turbocharger was also changed.

Chatriot was coping well with the condi

tions until he was slowed by a breakage in his gearbox and a broken centre differential. He even hit a wall whilst struggling off that stage, but caused very little damage. Ten minutes were lost, and the French Subaru driver was out of the running.

Among the Mazdas it was Johansson in the dealer-entered car who was making best progress. Mikkola was suffering badly with flu, whilst Carlsson was not at all happy with his shock absorbers which did not seem to be warming up properly. Softer settings were prepared for him that evening.

Jonsson had a shock absorber jam towards the end of the day, and his poor time dropped him to third place. Lampi had an engine mount break, the resulting vibration causing a turbocharger pipe union to be dislodged.

Among the Fords, Evans had been in the top ten until the rear of the car hit a bank and the jolt turned it over. It slid along the road upside-down for a while, and it became decidedly uncomfortable inside after the windscreen popped out and the aperture acted as a snow scoop. Replacing the screen was given priority afterwards, but the time loss dropped the Welshman to 71st place.

Mäkinen also lost the Group N lead for Ford when a gearbox failure left him with just fourth gear. The man who took over the category was Torsby driver Stig-Olof Walfridsson (brother of Per-Inge) in a Mitsubishi Galant.

At the end of the leg, Salonen held a 14 second lead over Eriksson who was just 10 seconds ahead of Jonsson. Alén followed after another minute, whilst Johansson was fifth.

As service crews prepared for the second day's work, their "chimney-stack" exhaust extensions sending plumes of smoke into the air and away from their working areas, the rally set off from Falun at 8am on the Sunday for the return journey to Kalstad. Nine stages had been held on the first day; twelve to be tackled on the second.

After a spectator stage in Falun came a forest stage at which some indifferent marshalling caused several problems. First man at the line was Salonen, and it seems that his countdown from ten started long before he expected it, and when he was not even ready to go. Having hurriedly got his helmet, intercom, belts etc prepared, he set off into the stage not exactly in the right frame of mind for a good performance. The distraction had its effect; he went off the road and out of the rally. What he said afterwards is unrepeatable!

Watching the performance of Salonen being rushed into the start was his teammate Eriksson, and it turned out that he was later penalised one minute for jumping the start signal by one second, an allegation that he strongly denies. Later in the day, on another stage, Mikkola was penalised a minute for the same thing, he also denying it emphatically.

Auriol had been getting used to the event and was improving fast, but he went off the road on a very fast left-hander, dived into a snowbank and spent some three minutes digging the car out. Fortunately, the damage was slight.



While Alén finished third in his Subaru, an early accident forced Chatriot right down the list.

Alén had not been happy with his engine's performance and his turbocharger was changed twice during the day. After the second replacement, his attitude changed. The power was back to normal, his times improved and he beamed with satisfaction at service points.

When Salonen retired, Eriksson should have moved into the lead, but the one minute penalty put him in second place, 41s behind Jonsson. However, stage by stage he whittled this down and at the end of the day he was in front again.

The final day, through eight stages totalling 75 miles, brought a tense fight between the three front runners, Eriksson (Mitsubishi), Jonsson (Toyota) and Alén (Subaru). At no time is the dividing line between performance and risk any finer than on a snow rally such as this, and whilst each of the three strove for every second, none took any chances.

Alén had a scare when he broke a front wheel, but the tyre did not deflate and he lost very little time. He had been fastest on the first stage, but after that he slowed a little and complained of oversteering. Throughout the rally he had been occasionally trying tyres which had been studded in Finland, but it turned out that these had only been suitable for fresh snow.

Mäkinen needed another gearbox change and had no chance at all to take the Group N lead from Walfridsson, whilst Evans had been withdrawn after the spectator stage which opened the second day. It had been too risky trying to maintain a good performance whilst running in the seventies, among much slower cars. Eklund lost time having a comprehensive transmission change, whilst Chatriot dropped several places when he went off into a snowbank on the last stage.

As the day progressed, Eriksson's advantage went up and down, but it nevertheless remained an advantage and he stayed resolutely ahead of his rival and finished the rally twenty seconds ahead. Perhaps Mitsubishi may now be regretting the decision, taken in Japan, to withdraw from the Portuguese Rally. GP

Swedish Rally, 16-18 Febuary, 1991
Round 2 of 14 rounds, World Rally Championship for Drivers

1. Kenneth Eriksson (S)/Staffan Parmender (S)	Mitsubishi Galant VR-4, Gp A 4h 56m 16s.
2. Mats Jonsson (S)/Lars Bäckman (S)	Toyota Celica GT4, Gp A 4h 56m 36s.
3. Markku Alén (SF)/Ilkka Kivimäki (SF)	Subaru Legacy RS, Gp A 4h 57m 20s.
4. Ingvar Carlsson (S)/Per Carlsson (S)	Mazda 323 GT-X, Gp A 5h 01m 55s.
5. Lasse Lampi (SF)/Pentti Kuukkala (SF)	Mitsubishi Galant VR-4, Gp A 5h 02m 57s.
6. Björn Johansson (S)/Anders Olsson (S)	Mazda 323 GT-X, Gp A 5h 05m 36s.
7. Hannu Mikkola (SF)/Johnny Johansson (S)	Mazda 323 GT-X, Gp A 5h 06m 10s.
8. Per Eklund (S)/Jan-Olof Bohlin (S)	Lancia Delta Integrale, Gp A 5h 06m 58s.
9. Didier Auriol (F)/Bernard Occelli (F)	Lancia Delta Integrale, Gp A 5h 08m 59s.
10. Leif Asterhag (S)/Claes Billstam (S)	Toyota Celica GT4, Gp A 5h 10m 59s.

109 starters, 72 finishers.



RAC Autoglass International Historic Rally

The RAC Rally, as a road event, was first held in 1932. It covered 1000 miles at 22 mph, took place in early March, had 341 starters, ended at Torquay with driving tests and was won by Col Loughborough (Lanchester). So it was a sound idea for the RAC, with Autoglass as main sponsor, to emulate it this March, with a similar event for cars of 1931/1965. One comment was that in comparison with the Monte Carlo Challenge for such cars it would seem like a drive in the country. Not quite! Because there were 17 tests included, at venues like Castle Combe, Prescott, Shelsley Walsh, Ragley Hall and the Haynes Museum, between Bath and the finish at Torbay.

A fine variety of entries reminiscent of the old rallies included cars from A40 to GT40, even a two-stroke Saab and a powerful Ford Falcon Futura Sport. Famous names, too. Roger Clark led the way in a Lotus Cortina, Aaltonen drove a Mini Cooper S, Timo Mäkinen another, Tony Dron an MGB, Rosemary Smith a Hillman Imp. As in the good old days! Mike McCarthy used an Austin A90 Westminster, Hudson-Evans an early Austin-Healey 3000, a popular choice of others in later versions, and one noted three Volvo Amazons. As if representing that very first RAC Rally, Freddie Giles, with Mark Joseland as navigator, drove his 1932 TT Replica Meadows Frazer Nash.

The organisation was generally crisp, the route interesting. Many cars sported multiple lamps, Greenwell's 1962 Ford Zephyr a roof spot-lamp, Worswick's Healey 3000 a faired-in reversing-lamp. Roll-bars were prominent, and the Big Healey crews favoured hardtops. Other cars reminded one that such historic rallying should be relatively inexpensive; Gabriel Konig ran a neat Austin A40, as did Martyn Goddard, Arthur Senior a game 1.5 Riley, Peter Binns his 1965 Ford Cortina, etc.

Spectating at Prescott on the first, and longest day, in sunny weather after a morning of torrential rain, we saw Rosemary's Imp arrive late and require a push-start, noted that McErlain's low-hung, yellow 1965 GT40 had a taped-up rear-end and that Sutcliffe's TR3A managed mild wheel spin on the uphill start of the long special-test. Hopwood's TR2 had an arrow pointing to its towing-eye, a legacy, perhaps, of MCC trials. The hard-luck story here involved Giles's Frazer Nash, which had had a puncture on the Motorway, time being lost when the spare wheel wouldn't go on easily, so that he arrived eight minutes outside the late-penalty time and was told he was out of the Rally, in which he was rumoured to be in the first ten. Freddie was disappointed, and very cross! Later he was told he could continue, at the end of the field, but he then had trouble and stopped on the 1-in-4 downhill Devil's Staircase road in Wales, a testing section which apparently troubled early brakes less than we had expected. At the well laid-out finishing Control and Parc Fermé in the Royal Welsh Showground at Builth Wells, many cars were running late and the checking-in time was slightly extended (don't tell Giles!), at the close of a long day's driving. However, there was little apparent trouble. Griffiths's Mini Cooper had suspected alternator trouble and, shall we say, limited lighting, Larsson's Porsche 911 had its wipers roped on. At Prescott Everard had retarded the ignition of his Austin-Healey 3000 to obviate pinking, and Goddard was calling for a fresh battery for his 1961 A40.

At the break at Newton Lars-Ingvar Ytterbring's Cooper S had led from Mäkinen's Mini Cooper, with Dron's MGB third, followed by Aaltonen's Cooper S and the E-type Jaguar of Colin Anderson. In the less-strenuous National class Tony Fall's Datsun 240Z led from "Bieka's" Triumph Spitfire and Debbie Edward's Jaguar E-type.

Alas, the oldest car, Giles's Frazer Nash, had had to be towed home with dead ignition. Most of the cars seemed still in fine form however, although Pepy Andersson's VW1500S needed a push-start and the big Austin A90 was indulging in some impromptu trials motoring on the grass before taking the test. Dron had been first to arrive.

WB



Tony Butt in the ex-Pat Moss Austin Healey which went well before going out of time.



Freddie Giles' 1932 TT Replica Meadows Frazer Nash.



Graham Greenwell's Ford Zephyr 6 with roof mounted light.



The class winning MGA of Christopher Green and John Hampshire.

Results

1st: Timo Mäkinen/Paul Easter (Morris Cooper S); **2nd:** Tony Dron/Mike Beales (MGB); **3rd:** Lars-Ingvar Ytterbring/Lars-Erik Olsson (BMC Cooper S); **4th:** Jerry Larsson/Lars Lundblad (Porsche 911).

Countdown to the 1991 World Sportscar Championship

A new era in sportscar racing opens at Suzuka, Japan on April 14, and a keen interest is expected between Silk Cut Jaguar, Mercedes and Peugeot. With luck Walter Brun may have his Judd-powered Brun Gp C car ready, and Franz Konrad is working hard on his Lamborghini-powered contender, though their sights may be set on the European part of the programme which packs three races into the month of May, at Monza (May 5), Silverstone (May 19) and Paul Ricard (May 26).

Mercedes has a flat-12, Peugeot a V10 and Jaguar a V8, so variety will not be lacking. Add to that mixture the Judd and Cosworth V8s and Lamborghini's Formula 1 V12 unit, and we have a recipe for competitions that will be as colourful and noisy as Grand Prix racing.

Due to Easter production schedules we are not able to publish the full list of entries, which FISA closed on March 15, but we expect there to be between 15 and 19 registered entries. On the back of the "turbo teams" (Brun and Konrad each start the season with a Porsche 962C, Tim Lee-Davey has entered two, and there will be one apiece from Antoine Salamin and the Almeras brothers), there is the potential for another ten cars at Le Mans on June 22/23, and Automobile Club de l'Ouest officials will be bracing themselves for an entry of around 30 cars.

Will FISA relent, and allow teams not registering for the World Sportscar Championship to take part in the 24 Hours? Opinions differ, but opinion is all we have. Nissan is ready, willing and able to enter three cars for Le Mans (two R90CKs from NPTI in America, one from Japan), but await the verdict from FISA with concern.

It would not be going too far to say that if Nissan doesn't run at Le Mans this year, the chances are slim of seeing this manufacturer in next year's WSC series either. We also gathered, in the early days of March, that Mazda's commitment isn't rock-solid either, and that the 3.5-litre V12 intended for 1992 is on hold.

Le Mans is the key to the whole championship, as always. The Automobile Club de l'Ouest may be forced to run a race for 30 cars this June, though they won't like it a bit. What about 1992, though? We have to remove all the turbo teams from the equation, and their retinue for the 24 Hours.

If all goes terribly well we should have two-car entries from Nissan, Toyota and Mazda, but still fewer than 20 cars in the World Sportscar Championship, with a potential of, say, 25 cars at Le Mans.

It doesn't take much imagination to realise that another flashpoint is approaching. There will be sounds of thunder in April, May and June, followed by wide-ranging discussions in mid-summer. Group C will not reach its crisis point straightaway, but it is coming and Le Mans will be the pivot.

Further comment is superfluous at the present time, since we do not have an entry list nor any reactions from teams. Suffice it to say that well-connected people in and around the new World Sportscar Championship couldn't raise one spark of optimism as the closing date approached. FISA should gird itself for a barrage of criticism when the storm breaks.

The show goes ahead, of course, on the assumption that even FISA wouldn't dare enrage Mercedes, Peugeot and Jaguar in one fell swoop. Now is the time to welcome some very innovative cars which will race against each other for the first time at Suzuka.

"Fred Karno couldn't have designed a calendar with more potential for alienating professional factory racing teams."

The Cars

Peugeot 905

Having conquered the rally world with a derivation of the Peugeot 205 in 1984-85, the French company had to spend some years on the touchline deciding which way to turn when FISA banned the Group B rally cars. Mastering the Paris-Dakar Raid was a way of staying competitive, but eventually Peugeot's management decided that sports car racing was the way to go.

Experiences with the WM-Peugeot, a completely private enterprise, persuaded motorsports director Jean Todt and Peugeot's management that there was a great deal of prestige to be gained from winning at Le Mans, but it also showed them how not to go about things.

FISA's decision to go for a 3.5-litre racing engine formula gave everyone the chance to start with a clean sheet of paper. The decision was welcomed by Peugeot, rather less enthusiastically by Mercedes, and with no enthusiasm at all by Jaguar, Nissan, Toyota and Mazda, but nevertheless they started to plan 3.5-litre cars in order to stay in the business of sports car racing.

Peugeot made their announcement in November 1988, putting André de Cortanze in charge of the technical team. De Cortanze was once a professional driver himself, teamed with Patrick Depailler in the somewhat feeble Alpine-Renault sports-racer in 1968 (the first year of the 3-litre prototype/5-litre stockblock formula), and he was later the chief engineer on Renault's sports car programme.

Jean-Pierre Boudy, formerly Renault's chief engine designer, joined Peugeot at the same time as de Cortanze, in 1983 and was closely involved in the rally and raid programmes before sitting down to design the 3.5-litre V10 engine. Jean-Claude Vacaud is in charge of chassis design, responsible for the neat composite materials monocoque constructed by Dassault aerospace, and the curvaceous stying was penned by Gerard Weltier, Peugeot's chief stylist who was the 'W' in WM.

The Peugeot's credentials are excellent, and the 905 was a credit to the French manufacturer when it first appeared at Montreal last October. Keke Rosberg made full use of the 12,000 rpm available to him to bring a new sound to sports car racing. The nimble, shrill Peugeot made the Mercedes C11 look like a truck, although the tables were turned in the high-altitude race in Mexico City, where even Antoine Salamin's Porsche made the 905 seem slow past the pits.

Peugeot's own longitudinal six-speed gearbox has been very troublesome, and M Todt admitted that seven boxes broke in a recent test at Jerez. The parent group, PSA, has made its resources available to Todt and it will surely be only a matter of weeks before the transmission problems are cured.

The engine has been extremely reliable almost from day one, and during the winter the power has been raised by 10%. From what, to what we are not told exactly, but as 600 bhp was the ball-park figure in Montreal, then 660 bhp is acceptable now. Remember, this is on strictly controlled fuel, better than a premium commercial grade but well short of the so-called rocket fuel that's used in Formula 1, boosting power levels to a rumoured 700 bhp.

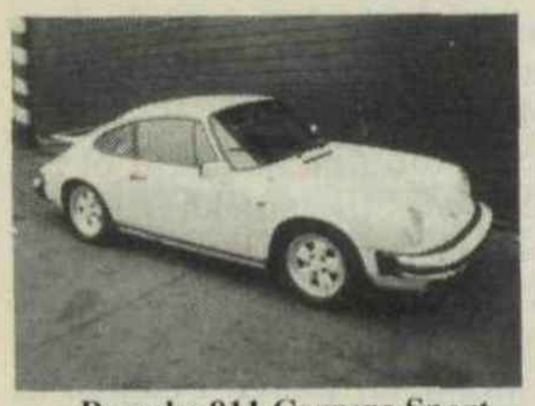
Keke Rosberg, the lead driver easily lured from his bored life of retirement, knew how much work had to be done on the 905 to make it competitive. The car was prone to porpoising, an aerodynamic phenomenom noticed on the straights, particularly when the undertray isn't correctly designed. Tim Wright, ex-McLaren engineer, was hired last November to solve the problem but even now he admits that the 905 still isn't quite right. Just the same, the second evolution car has lapped the Ricard circuit in 1min 11.3 sec, 1.3 secs quicker than the 905 was going before Christmas.

Improvements will be due to a combination of the increase in power, the reduction in weight, and an impressive 20% reduction in the Cx figure (frontal area x

The Autodrome

Spring Issue

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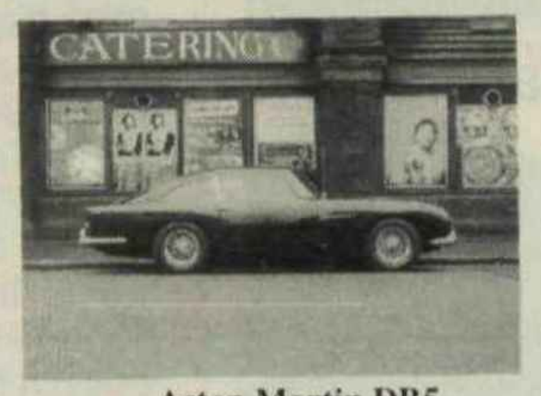
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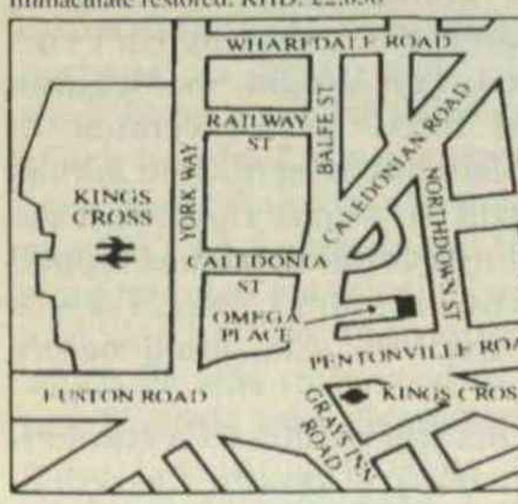
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drag). A factor of 20% seems almost too good to be true, but Wright observes, "Not if you consider what we started with."

The 905's weight has been reduced from 840 kg initially to 810 kg in Mexico, and M de Cortanze predicts that the race cars built for the European races in May (Monza on May 5, Silverstone on May 19 and Ricard on May 26) will weigh 760 kg, or a comfortable 10 kg above the minimum. Four-wheel steering is allowed-for in the design, but only the front wheels are steered at present through an hydraulic power-assisted system.

Joining Rosberg in the team are his co-driver, Yannick Dalmas, World Champion Mauro Baldi and his co-driver, Philippe Alliot. Jean-Pierre Jabouille remains on strength as a test driver and consultant, and will compete at Le Mans, and Pierre-Henri Raphanel has also been signed for Le Mans.

If tests in the next couple of weeks show that the gearbox problems are cured, or under control, M Todt is likely to decide to run three cars at Le Mans, and in that case the names of three more drivers will be announced shortly. It doesn't seem very likely that Peugeot will win the 24-Hour classic this year, against last year's heavy, but suitable "unlimited" Group C cars.

Victory could go to a Jaguar XJR-12, a Mercedes C11, perhaps a Nissan if the Japanese are allowed in, even a Porsche as an outside chance. . . . but none of them will be allowed anywhere near Le Mans in 1992 if FISA has anything to do with it, and Peugeot's management certainly has its sights on a 24-hour victory in 1992, or 1993.

Mercedes C291

By all accounts the Mercedes C291 is a highly complex machine that may take time to develop into a race winner. It is totally new from stem to stern (the engineers admit only to it having the same wheel bearings as the C11), and the first-built is said to weigh around 850 kg, or 100 kg over the minimum. In that case it would need a couple of evolutions to bring it down to 750 kg, an expensive and painstaking business.

The composite materials chassis has been designed by Leo Ress at Hinwil, in Switzerland, and he was also responsible for the body design which certainly resembles that of the C11. A family likeness is probably the best description, because every panel is subtly different. Most notably the water radiator has been moved to the sidepod position, so that the open orifice in the nose acts purely as an aerodynamic device.

One of its functions is to direct air to the air tunnels that start on each side of the windscreen and pass through the doors, not unlike those on the Lola designed Nissans. At some stage the Mercedes development team seem to have needed more air in the engine compartment, and the C291 grew a pair of ears on the flanks behind the doors.

The powertrain is certainly novel, a flat-12 engine with centre-drive take-off for the six-speed, transverse gearbox. Flat engines (they call it a 180-degree vee, not a 'boxer') have certainly not been in the vogue since the venturi effect was discovered by Colin Chapman's Lotus team in 1978, but the Mercedes design has the engine angled upwards towards the rear, with another step for the transmission, leaving room for an unusually wide venturi.

The Mercedes engine, designed by Dr Hermann Hiereth and his team in Untertürkheim, is a monobloc with welded cylinder heads, dispensing with bolts and gaskets altogether.

To control the gearbox the drivers have a single-plane lever by their right hand, pushed forward to shift down and pulled back to shift up. It's believed that the transmission will be electronically controlled one day, and that active suspension may replace conventional springs and dampers, but these developments have been given a lower priority — first and foremost, the C291 must be made competitive for the coming months, and that involves increasing reliability and lowering weight.

To some extent Carlo Chiti's Motore Moderni/Subaru flat-12 concept has been vindicated, but his flat-12 burst asunder with alarming regularity, and by some accounts the Mercedes engine has been misbehaving. Early in the 1970s both Ferrari and Alfa Romeo had problems in getting the oil to circulate properly around a flat-12, since it was prone to frothing, and the g-forces applied to modern racing cars would tend to throw oil away from the crankshaft.

That didn't matter so much on Porsche's flat-6 engines because they rev only to 8200 rpm, never more than 8500, while the Mercedes flat-12 is expected to reach 15,000 rpm when everything is working properly. For now it's pegged to 13,000 rpm, and isn't developing quite the power it was designed to have.

Side inlets are used for the fuel injection, and twelve massive exhaust pipes fill the centre-top part of the engine. Injection and ignition management has been developed by TAG Electronics, part of the McLaren Racing group.

Mercedes have gone for contrasts in their team, putting World Champion Jean-Louis Schlesser, 42, into the number one car with 44-year-old Jochen Mass, and the 22-year-old protegés Karl Wendlinger and Michael Schumacher in the second. As we hear it, the youngsters can turn in fractionally quicker lap times but the old fellows are quicker over a race distance, so it's going to be interesting to see how the team develops this year.

The Peter Sauber/Jochen Neerpasch plan is to run a pair of C11s at Le Mans (for the first time, since Mercedes boycotted the 24-hour race last year) and one C291 for experience. Five more drivers will be needed, and Mercedes team saloon car drivers Fritz Kreuzpointner and Kurt Thiim are believed to be on the shortlist.

Jaguar XJR-14

The TWR XJR-14 only started testing in mid-March, four weeks before the first round of the World Sportscar Championship at Suzuka, and no information has officially been released. Ross Brawn, formerly with Arrows, has designed what he describes as "a two-seat Formula 1 car" and it's powered by a JaguarSport version of the Cosworth-designed Ford HB engine, as used in the Benetton.

For many pundits that says it all. If the Jaguar could reproduce the sort of success enjoyed by the Benetton Grand Prix team towards the end of last season, with the same sort of mechanical package, why should it not win all the races? The only unknown part of the mechanical elements will be the TWR-designed six-speed gearbox, although the March-originated transmissions on previous XJRs have been progressively developed at Kidlington so there shouldn't be any slip-ups.

The Jaguar team will be led by Derek Warwick with Teo Fabi in the second car. They'll drive some races single-handed, notably the Monza 430 kms which will last little more than two hours, but they will have co-drivers at Suzuka, and some other arduous races such as the Nürburgring, and Jerez.

The sheer newness of the Jaguar design might, perhaps, blunt the effort in the early races, and because of FISA's cruel scheduling the 'sprint' season of 430 kilometre races will start in April, and be half finished in May! After that is a long wait for Le Mans, where Tom Walkinshaw will run three V12 powered XJR-12s, followed by an even longer wait for the Nürburg 430 kms on August 18. Fred Karno couldn't have designed a calendar with more potential for alienating professional factory racing teams.

Competitiveness "out of the box" may be the key to this year's World Sportscar Championship, the inaugural year of the 3.5-litre formula. It's not inconceivable that a decently run Porsche 962C will do well at first, but the real contest ought to be between Peugeot and Jaguar. For the British team, everything will depend on Brawn's ability to get the XJR-14 right first time, especially in the aerodynamic departments, and not far off the 750 kg minimum weight.

These are the works teams, to which will be added the Lamborghini V12-powered Konrad-Wolf (built in England by John Thompson), the Judd EV V8-powered Repsol Brun to be driven by Oscar Larrauri, Charles Hausmann's Spice-Cosworth and the ALD-Cosworth, with the Mazda 787 thrown in for noisy good measure.

There will be fewer cars than last year, certainly, but the first ten grid positions (reserved for 3.5-litre cars) will be more keenly contested than for some years past.

MLC



Schuppan has beaten JaguarSport to the quasi Group C road car draw. 1000 kg and 600+ bhp . . . Ouch!

Schuppan's Road Porsche 962C

An anti-hero is Vern Schuppan. Working from a small factory unit in High Wycombe, west of London, the quiet, totally unassuming Australian has worked in some secrecy to beat Tom Walkinshaw to the draw. This July the first of 50 roadgoing Porsche 962CRs will roll out of the door, bound for Japan with a 195 million Yen price tag on the windscreen.

A press release from Schuppan's Japanese backer, Art Sports, early in February alerted the world to the arrival of a car that will comfortably out-perform JaguarSport's XJR-15.... the JaguarSport XJ220 due next year won't even be in the same league. Walkinshaw's road-racer weighs 1050 kg and the V12 develops "over 450 horsepower", which was enough to capture everyone's attention.

Schuppan's Porsche, though, will weigh less than 1000 kg, and the Andial-prepared 3.3-litre twin-turbo engine will push out something in excess of 600 horsepower. Top speed? "You can work it out for yourself," says Schuppan. "Porsches do, what, 240 mph on the Mulsanne straight. This is a bit heavier and is down on power, but it has better aerodynamics, so you can safely say over 220 mph. It depends on the gearing, of course."

As a racing driver Vern Schuppan, 48 in March, was always in the upper professional bracket yet he didn't become a household name, except perhaps in Booleroo, his birthplace.

In Formula 1 he drove for BRM, Ensign, Hill and Surtees; in CART he drove a McLaren M24 to third place at Indianapolis in 1981; in Formula 5000 he drove an Eagle for Dan Gurney, and in sports car racing he enjoyed extended contracts with JW Automotive and with the Porsche factory, winning the Le Mans 24-hour race in 1983 with Hurley Haywood, who now drives for Schuppan at Le Mans, and Al Holbert.

As it happens Schuppan is a Porsche millionaire, owning several 956 and 962 models including his '83 Le Mans winner, his Eagle F5000 and McLaren M24, a Porsche 959, a WW2 Mustang P51 fighter, and in contrast, several 1930s Ford V8 coupés. You have to work hard on him to extract all this information, though, and few people except his associates knew about the Porsche road car project.

"I've been thinking about doing this for a long time," he admits. "We've been working on it for two years, though it started up in earnest about nine months ago." One backer, Kosho in Japan, was thinking too small and would order only a handful of cars, if built, street legal versions of the Le Mans cars.

Interest from Toshio Terada, head of the Art Corporation of Osaka, made the whole project viable. His company is the largest importer of exotic European makes, and will be sponsoring one of Team Schuppan's Porsches at Le Mans this year.

"Mr Terada could see that we needed to think in higher volumes, and that the cars needed a fair amount of development," says Schuppan. "He is prepared to order 50. I think he plans to sell about a third of them in Japan, a third in the States and a third in Europe."

The price tag will be astronomical, equating to £750,000 in Sterling, but prices outside Japan haven't been established. The only figure Schuppan will disclose is £45,000 for the bare, composite material monocoque which is only the starting point.

Unlike the XJR-15, Schuppan's 962CR (R for road) will be fully crash tested, emission controlled and type approved for legal road use in key markets. Ron Mathis, formerly with JaguarSport, was hired midway through 1990 to work specifically on these aspects, but more recent signings have had repercussions in Australia as key engineers from GM's Holden operation in Melbourne have defected to High Wycombe. The arrival of Ray Borrett, formerly Holden's chief engineer, on a snowy day in February caused something of a seismic tremor back home!

Before leaving Melbourne, after 17 years with Holden, Borrett explained his departure: "There are concerns about the way the industry is going. There are a lot of unknowns, a lot resting with the government. You have to be realistic about how big the Australian car industry is going to be, and how many positions will remain for people of my level, long-term."

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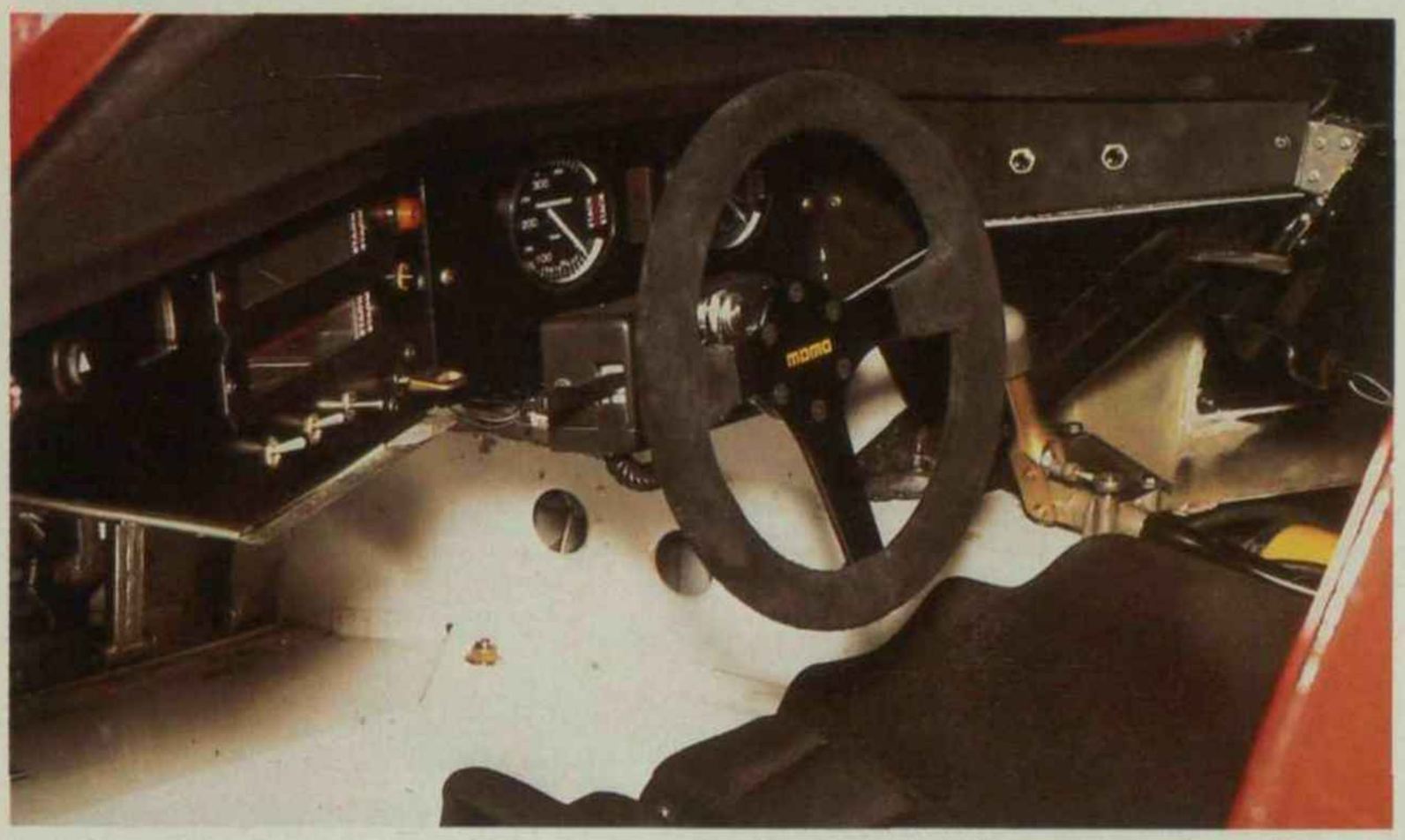
They even insisted on bigger wheels. More air to float on, or so we suppose.

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A cockpit of functional beauty where many aspiring Derek Bells will scare themselves silly.

Standing ankle deep in snow, outside an unprepossessing workshop, Borrett didn't have any second thoughts. "I've come over because Vern's a great guy," he said with a smile. Seriously though. . . . "Alright, it's a big challenge, I'm going to enjoy it. There's no bureaucracy here. I'm not going to go through ten committees to get something done. The commercial side interests me too, and my brief is to expand that."

Borrett, 42, is credited with a lot of Peter Brock's Holden successes, and in addition to his normal duties with road car development he spent a lot of time working on the SLR 5000 and Torana programmes, and more recently the VN Holden. It was he who prepared the contract for TWR's involvement with Holden, and it was he who helped Schuppan's team for three years at Le Mans. The relationship is much more than purely commercial.

Borrett joins as vice-president of Vern Schuppan Limited, leaving Vern to concentrate on what he likes doing best, managing the race team and negotiating with sponsors. His driving days are finished, though. "It wasn't a conscious decision, but I don't think I'll drive again."

On the commercial side, Borrett will oversee a major expansion in the manufacture of parts for the racing car industry — Schuppan already owns his own composite shop in Bicester, having bought-out Bill Stone last year, and will make all the 962CR bodies there. The first ten chassis have been made by Advanced Composites (five have already been used by Team Schuppan, three by customers), but the production car chassis will be made by an aerospace company called CML at Birkenhead, supervised by Schuppan employee Adrian Fox.

The Melbourne connection is very strong. The sleek road car styling, with a family likeness to the Porsche 961 competitions car development of the 959, was executed by Holden stylist Mike Simcoe, whose design was favoured above others from a top British designer and a leading, but anonymous Italian house.

"No, Mike is not joining us," Schuppan emphasises. "He has a very good career with GM, and he's going soon to the Saturn plant in America." Russell Naime, a production engineer from Holden, joined Schuppan last year and before him Michael Gutch, an expert on emission controls.

Schuppan's operation may be small, but it's not tin-pot. It's based, at the moment, in the former Tiga racing car factory and Howden Ganley continues to work there as Schuppan's technical manager. At present the payroll is around 20, but it will increase to about 35 by the end of the year. Schuppan forecasts that ten cars will be made in the second half of this year, the rest in 1992.

Why the secrecy? His response is very much the same as Gordon Murray's, at McLaren Cars: "I didn't want to generate publicity before the car was ready. I couldn't stand all the hype. Really, I wanted to be certain that it was all going ahead before talking to anyone about it." To know Schuppan, a man of few words, is to understand what he means.

There are two parallel projects going at the same time. One concerns this year's Team Schuppan Group C Porsches which will race in Japan, and at Le Mans, while the other concerns the road cars. Apart from the preparation of Porsche's flat-six, twin turbo engines, the two cars are identical within the wheelbase.

"The differences you'll see are at the front and the back," Schuppan explains. "They have the same composite monocoque, the same Alcon brake system, same everything really, and they share the new air ducting system at the sides, for the radiators."

While the road car's styling is a credit to Mike Simcoe, the racing car has new bodywork developed by Max Boxstrom, designer of the recent Aston Martin AMR-1.

"We talked to a number of people, and really Max had the best ideas," says Schuppan. "He was prepared to give our car a hundred per cent commitment, and that's very important. I know he's had a lot of stick over the Aston, but it was a very competitive car in a short space of time. The further we went down the road with him, the more we realised that he was the right man for the job."

Critics say that the Porsche 962C is an antique design, in racing car terminology, and they're right. The Schuppan team, however, has a carbon monocoque (raced for the first time at Spa in 1990), new bodywork and aerodynamics, a new brake system and developed suspension, and even the 3-litre water-cooled engine is far removed from the one that carried Schuppan, Hurley Haywood and Al Holbert to victory at Le Mans in 1983.

The Group C car scales 850 kg, which makes Schuppan certain that the road car will be well under 1000 kg, even with air conditioning and basic creature comforts. In passing, the racing car has to be ballasted to 900 kg for this year's Japanese championship, and right up to 1000 kg for Le Mans.

How will the road car differ? The engine, for a start, is more akin to the 935 than the 962 in being 3.3-litre capacity, and fully air-cooled. The Porsche factory, which dropped plans to make its own roadgoing 962C, is being very co-operative with the venture, supplying the engines to Alwin Springer's Andial concern in California.

Andial does the road conversion, including silencing and emission control, and will crate them over to Schuppan on a regular basis. "We've aimed for the maximum power output compatible with noise and emission requirements," says Schuppan.

"They'll be lovely to drive on the road, as docile as a Volkswagen! Really, we drive 962s on the road all the time, down the pit road, through the paddock, they're not jerky or difficult at all. I'd be happy to drive one in traffic."

He'll be doing just that, early in April, and a great many people using the M40 motorway between London and Oxford are going to experience seeing — perhaps overtaking — a Porsche 962CR. There's little chance of blasting the speed limits in a car like that and getting away with it!

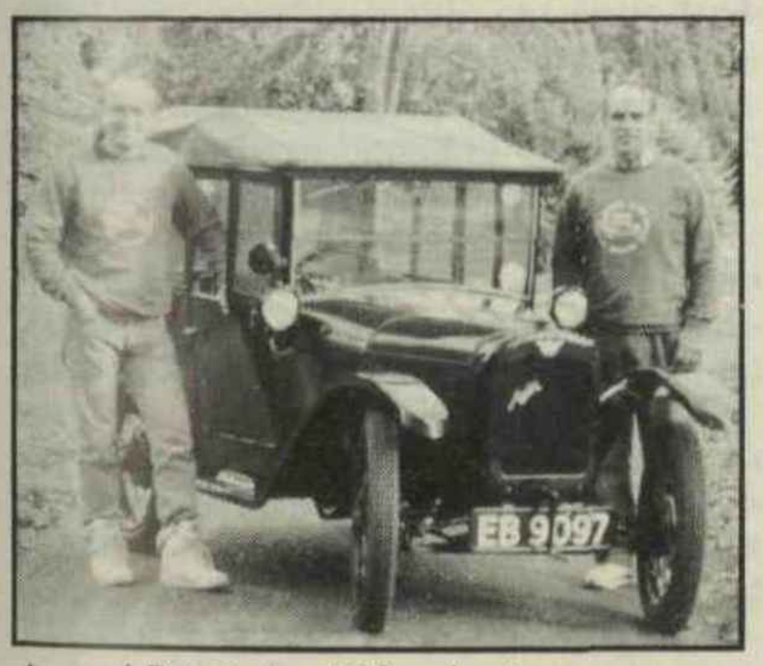
The road car will have Porsche's superb synchromesh five-speed racing gearbox, four-piston brake calipers from the British Alcon company, and standard steering and suspension components. The ride height will be increased to 10-12 cm, Koni adjustable dampers installed, softer springs fitted and the spring travel will be increased. Softer brake pads should make the pedal effort acceptable without a servo, Dunlop will supply the tyres and Koito the headlamps.

Like a Volkswagen. . . . could that really be? Anyone lucky enough to have driven, or ridden in a 962 will know that the car is surprisingly tractable, even comfortable at normal speeds, and it has certainly crossed my mind that the Group C machine would make a superb road car. I'd go so far, in fact, as to predict that it will be quieter and more comfortable than an XJR-15, and preferable for a day of joyous driving.

MLC

The Windermere Steamboat Museum is playing host to three classic car rallies this year. The Bugatti Owners Club is holding the first on Saturday, April 27 followed by the MG Car Club on Sunday, August 24. The final event is a "Morgans at Windermere" Rally on Saturday, September 1.

To raise money for Cancer Research and Children in Need, a 1928 Austin 7 Chummy is to attempt a round the coast of Britain drive, starting from Kings Lynn on May 10. It is hoped that the 3500 mile run will be accomplished in about ten days. Those who wish to sponsor the drivers, Neil McLeland and Peter Towler, can do so by sending cheques to the All Saints House, Tilney, All Saints, Kings Lynn, Norfolk, sponsoring by the mile, the day or as a finisher. Tel: 0553 829745.



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Preston & District Vintage CC announce their 50 mile Ribble Run for May 19 and their Preston-Morecambe Run for June 23. Details from Richard Prest, Woodgates Farm, Mains Road, Blackburn, BB2 6QF. Tel: 0254 57118.

The Shuttleworth Trust's "Great British Picnic", first held in 1985, will take place again on June 2nd, at Old Warden Aerodrome. Anyone arriving in a motor vehicle made before 1956 is welcome and the afternoon will be devoted to a flying display featuring De Havilland aeroplanes. Details from KG Anderson, 341, Reigate Road, Epsom Downs, Surrey, KT17 3LT.

The East Midlands Section of the Rover Sports Register are holding their 11th Pride of Ownership Rally for pre-1950 Rover vehicles at Belvoir Castle, near Grantham on Sunday, August 18. The Register is hoping to make a special feature of the Rover "streamline" model from the mid-Thirties.

Further details are available from Mike or Sue Couldry, 5 Holme Lane, Radcliffe Road, Bassingfield, Radcliffe-on-Trent, Notts NG12 2LD. Tel: 0602 811222.

News of Jowett models of all ages appears in the *Jowetteer*, magazine of the Jowett CC, and it is fascinating how many items relate to the flat-twin cars and Bradfords. This year's National Rally will be at East Grinstead. The book on the History of the Jowett was launched at Bradford Industrial Museum on March 16 and the Club's Membership Secretary is Frank Cooke, 152, Leicester Road, Loughborough, LE11 2AQ; the Club has pre-war, Bradford, Javelin and Jupiter Registrars and a spares scheme for these models.

Regulations and entry forms for the Manx Classic Pursuit Sprint and Ramsey and Douglas Promenade Sprints on September 25-28 are available from Val Adaway, Secretary of the Meeting, Manx Motor Racing Club Ltd, 70 Nest Lane, Wellingborough, Northants, NN8 4AX. Tel: 0933 222903, fax: 0933 72009.

Arising out of last month's Editorial, which announced that Kingston-upon-Thamesis introducing a 20 mph speed limit for some of its streets, Stanley Sedgwick has sent us a map showing that this town imposed a 10 mph limit in 1905 on Clarences Street, Eden Street and part of the London Road, the only place where the universal 20 mph limit was not observed.

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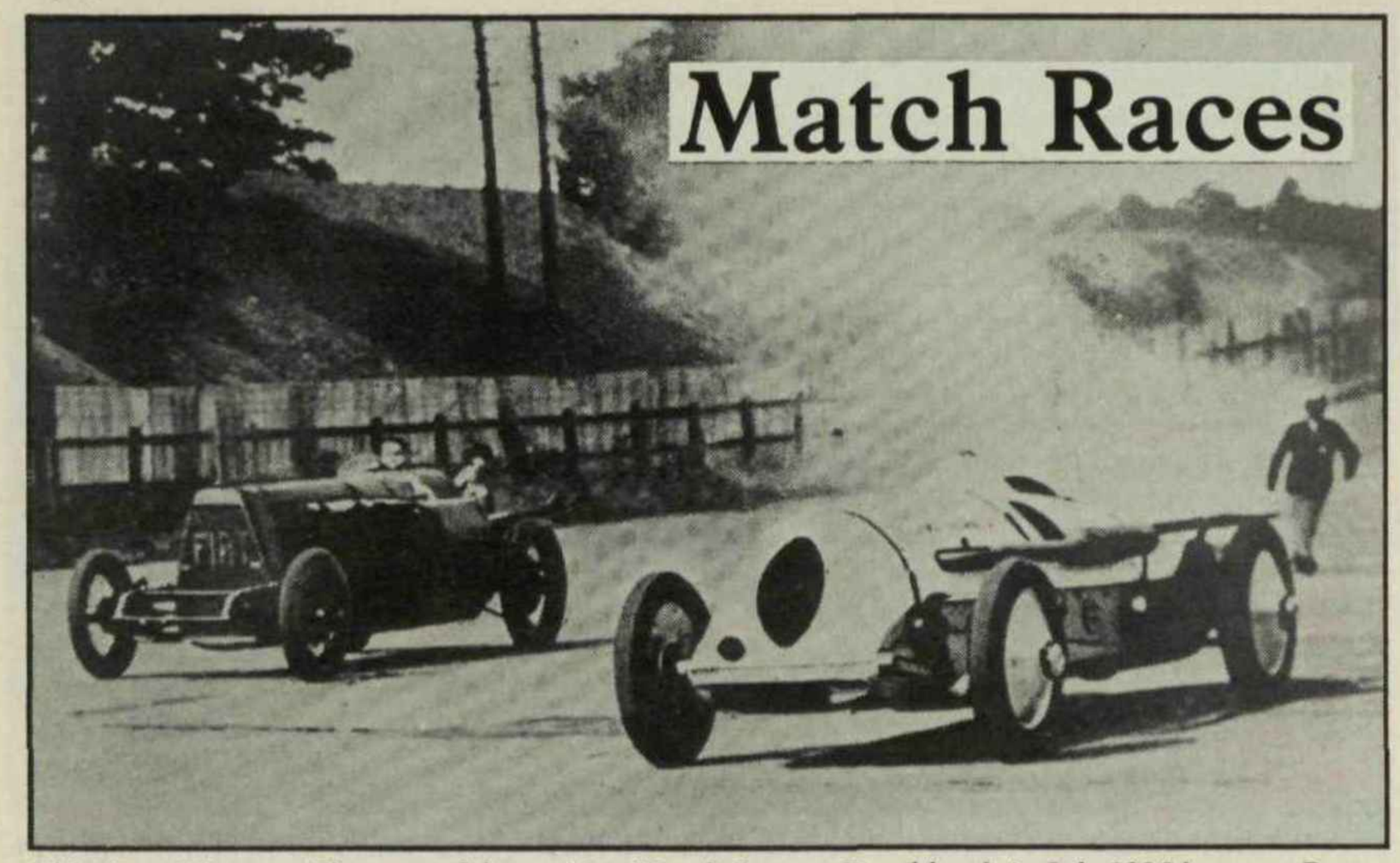
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Match Races



Eldridge v Thomas. The start of the exciting Match Race at Brooklands in July 1925 between Parry Thomas's Leyland Thomas, and Ernest Eldridge's monster Fiat.

Motoring historian Doug Nye reminded us in his 'Skulduggery' feature in *Classic & Sportscar* recently of a Match Race which took place at the Crystal Palace circuit in October 1938 between Prince 'Bira' and Arthur Dobson, both in ERAs. Doug remarked that most Match Race themes disappointed, this race between 'Bira's three-year old ERA Romulus and Dobson's two-year-old B-type ERA being no exception. He quoted MOTOR SPORT's report as saying: "The Match Race was, in our opinion, a foregone conclusion. . . . Dobson's car has been none too fit lately, while 'Bira's' had the distinct advantage of de Ram dampers. . . . so we were not surprised that Bira led away and was fairly comfortably ahead after two laps. Then the nearside rear tyre deflated and Dobson ran on alone to complete the distance."

I was reporting the meeting at the Palace that day, having, if memory serves, gone there in my vintage Austin 7 Mulliner coupé, although I could have made the journey then on a No 49 bus. Anyway Doug is quite right in saying that most Match Races disappointed, as had that one at the Crystal Palace, and seldom lived up to the promoter's publicity, hence their natural death. For once, instead of painting everything with a rosy glow, as most reports do these days, let us follow this gloomy view and see just how much of a damp squib most Match races were. These took place mainly at Brooklands, so that is where we will go, placing ourselves in the spectators' enclosures. . . .

The first such Match Race was the contest in 1908 between SF Edge's mighty Napier "Samson" and the GP-like 89.5hp Fiat "Mephistopheles" from Italy. It promised to be exciting but, as Nye has indicated, fizzled out like other such races. Edge, the great publicist and constant letter writer on behalf of Napier (and in later years AC and Cubitt cars) had a team of Napiers racing on the Track and he knew it intimately, having driven non-stop round and round it for 24 hours in 1907, prior to the night-racing ban. His drivers also knew the new Motor Course well and "Samson" was to be driven against the Italian champion Felice Nazzaro, idol of the ladies, by Edge's top driver, Frank Newton. The potential of the great shaft-drive six-cylinder 90hp Napier with its pointed prow surrounded by cooling tubes in lieu of a conventional radiator will be appreciated by all those fortunate enough to have seen the car in action in recent times; it ran again at Brooklands in 1983 after having been so meticulously re-created by the great Australian enthusiast and engineer Bob Chamberlain.

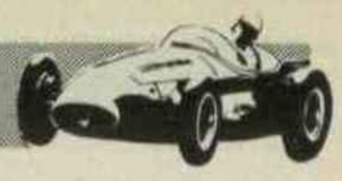
In 1908 it was up against a chain-drive Fiat larger even than the GP Fiats with which Nazzaro had won the 1907 French GP, Targa Florio and the Kaiserpreis, its push-rod ohv four-cylinder engine having a bore and stroke of 190x160mm, against the 16¼-litre GP cars' 180x160mm. The Match Race, for stakes of £250 (say some £10,000 today) was to be of just over nine laps, or about 27¼ miles. Both cars were in trouble beforehand, the Napier stripping its first gear and the Fiat's engine having to be stripped and re-assembled, while its tyres suffered before Nazzaro discovered that to preserve them he had to drive higher up the unfamiliar bankings.

There may have been considerable excitement before this Match Race among those who went down to the Weybridge Motor Course on Whit Monday. But the fact is, the race was a fiasco. The 20-litre Napier accelerated away well from the cumbersome Fiat and had a lead of about a quarter-of-a-mile after the first lap, with the Fiat closing the gap. But the British car slowed, and by lap 3 it had retired, with a "fired big-end bearing". Nazzaro had but to finish to win, which he did, easing up, at an average speed of 94.75 mph. To this day no-one is sure whether to believe his electrically-timed best lap of 121.64 mph, or Ebblewhite's reliable hand-timing which credited the great Italian ace with 107.98 mph. (The respective figures handed out for the stricken Napier were 113.01 mph and 105.7 mph). No doubt Edge was appalled by the result of this much-publicised Match Race and there were those who were amused that the irrepressible Napier advocate had been humiliated. Soon afterwards Edge was to abandon Brooklands' racing, on the grounds that it was unsafe.

So here was a potentially exciting Match Race which quickly turned into a disappointment. The cause of the Napier's early demise is usually given as a broken crankshaft but it is interesting that SCH Davis, the celebrated racing expert, who was there, says that Edge published a picture of the fly which was supposed to have got into the carburettor, adding "a thing deeply interesting to those of us who had seen a rod hanging out of the crankcase". The official Napier Company history *Men & Machines*, makes no reference to this unhappy predicament, but some newspapers did say the Napier had broken a con-rod and smashed a piston, although the car was driven back to the Paddock. Edge, of course, immediately contested the Fiat's 121 mph lap speed. . . Incidentally, Nazzaro was escorted back to the Paddock by officials and two policemen and was paid a fee of £700 for his victory which, at £33,500 today, compares with today's F1 drivers' earnings. In fairness, "Samson" did gain some notable successes.

Edge had encouraged Match Races by way of £250-a-side-wagers. Two were run off at that 1908 Whitsun Brooklands Meeting. They were contested by Oscar Cüpper's Metallurgiques. The first 26hp race, was won by Newton on the Napier *Firefly*, and the 40hp race went to Draper on Edge's Napier *St George*. And here we go again — neither race was very interesting, because Cüpper had troubles in both, retiring a lap from the finish of the second contest. As *The Automotor Journal* remarked, "Edge would to be the first to have wished for a better race and it was apparent that the second event was not going to be over-exciting. . . ." But pocketing £500 may have been some compensation for "Samson" disgracing Edge in the big one. . . .

At the 1908 May races there had been a better showing, when Nalder's Berliet won a bonnet-to-bonnet battle in his private match against Oscar Thompson's Austin, while feminine allure kept another Match Race alive that year, when Miss Muriel Thompson on the Austin *Pobble*, handicapped 9 sec, beat Miss Christobel Ellis driving the Arrol-Johnston *Guarded Flame*; (the ladies' skirts, it was said, discreetly tied round their ankles with cord). What could have been a good contest, when Edge and Jarrott were to have met in GP cars, came to nought when Edge withdrew. . . . In such a challenge, if one driver defaulted the other could claim the stakes if he completed the course alone, which Jarrott would have done on his De Dietrich (or Mors) had the fatal



accident involving Lane's 76hp Mercedes in the O'Gorman Trophy race not caused the course to be closed.

However, there was an exciting Match Race in July 1908, when, for a £50 stake, Stocks' De Dion had met Edge himself on the Napier *Firefly*. The two passed and re-passed one another, Stocks winning by about two yards, at 71 mph; it was described by one paper as "By far the best and most exciting race of the day, with the issue at all times uncertain."

So not all Match Races were dull! But all this was a long time ago and after 1909 the BARC abandoned two-car contests. When racing resumed at Brooklands after WW1 a few such events were reintroduced, such as the still-born Brescia Bugatti v Aston-Martin duel, abandoned after the Bug's prop-shaft had broken. Repairs should have been possible, but the car never came back, so this must be regarded as a victory for the challenging AM. Ignoring some more unimpressive events of this sort, the Match which really flared was that long awaited one between Eldridge's Fiat "Mephistopheles", now aero-engined, and Parry Thomas's Leyland-Thomas — 21.0-litres against 7.2-litres. The BARC refusing to hold it, the duel took place, for a £500 stake, at a 1925 Kent MC Meeting. It was alarming stuff and strong men were alleged to have retreated to the bar while it was contested! In the end the bravery of Eldridge (and his passenger) failed to prevail over the idiosyncrasies and sideways-slides of his giant car and the skill and superior track-adhesion of the Leyland-Thomas which won after three hectic laps, both cars flinging off tyre treads, their best laps at 129.70 mph (Thomas) and 125.45 mph. They must have raced down the Railway straight at around 135 or more mph, on "wheelbarrow" tyres. . . .

Perhaps inspired, the BARC later allowed other close rivals their individual skirmishes. In 1928 Kaye Don in the Sunbeam "Cub", substituted for the V12 4-litre Sunbeam, met Jack Dunfee's aged 3-litre Ballot, Don making up a 32 sec handicap to win, his lap speed 12.25 mph quicker than his rival's. In 1930 the promised treat of Birkin battling against Dunfee, now driving a 2-litre GP Sunbeam, became less of a treat when Dunfee non-started, although we did see the blower 4½ single-seater Bentley raise the lap record to 135.33 mph. However, such events were vindicated when Birkin in the Bentley met Cobb in the big, more accelerative V12 Delage at the 1932 August Bank Holiday Meeting in a three-lap invitation Scratch race, for 100 sovs. Birkin overtook high on the banking and won by just 1/5th of a sec, after a lap at just under his record speed. That one *was* exciting!

The girls' 50 sov Match Race of 1935 — Gwenda Stewart (Derby-Miller) against Kay Petre in the giant Delage — wasn't on, because the authorities thought it too dangerous. Then it all came adrift in 1936 when the blond barrister Oliver Bertram agreed to a match against Cobb in one of the V12 4-litre Sunbeams, over three laps for the customary 100 sovs. Bertram was to drive the 8-litre Barnato Hassan. But it had broken a con-rod, so Richard Marker lent Oliver his 6½-litre Marker Bentley, which was allowed a 9 sec start. It appeared to be a most exciting battle, for the Sunbeam was just 1/5th of a sec in front as the two cars shot over the line. What we did not know was that the drivers had pre-arranged a close finish, before the race began! The Sunbeam lapped 1.36 mph the quicker, but had its handicap to overcome and both drivers eased off, to contrive an exciting last lap. The Press was foxed, and only when Bertram told the story at a Club dinner did the hoax become public knowledge. Percy Bradley, Brooklands' Clerk-of-the-Course, was *not* amused! Even MOTOR SPORT had been hoodwinked, reporting: "It is evident that Bertram must have had his mount at its maximum speed of 129-130 mph throughout and one would have expected the Sunbeam to be faster and to pass on the Railway Straight, which lends credit to Bertram's sporting action in instantly giving way to Cobb"! Back in 1928 there had been another close (and presumably genuine) finish to a Match Race, at a Surbiton MC Meeting, when Don, in the 4.9-litre Indy Sunbeam of EL Bouts (who still lives in Wolverhampton and retains his interest in Sunbeam affairs) just vanquished "Taylor's" 5-litre Delage II, by about 15 yards.

Nevertheless, I do not much care for Match Races. In fact, I seem in general to be in agreement with Doug. WB

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Ford Notes

MOTOR SPORT's long-term test-car, my Ford Sierra EFi XR4 x 4 (not a Sapphire booted saloon as illustrated in the January issue, but a five-door Hatchback) has now completed 5000 miles, with very little to report. Having had very good service from three previous XR4 x 4s, I look forward to similar reliability from this September 1990, startlingly bright Tasman blue, 2-litre Sierra. The body shape being virtually unchanged, if I am mistaken for a rubber goods rep or whatever, so be it...

In my previous reference to this new test-car (January, p37) I said I was disappointed to discover that it did not have the 16-valve twin-cam engine. I was wrong in this, because the 2.0 multiple-valve DOHC engine is not intended for the Sierra, but the new Escort, later this year. How has the 8-valve Sierra shaped up so far? It has a fierce clutch and notchy lower-gear engagement like the bigger-engined cars, unless care is taken. The formerly efficient front-door 'keeps' are defeated on the new car by a slight hill, making exit uncomfortable, and it seems odd that, on a car with good anti-theft locks and number-stencilled glass, the wheel-nuts are no longer of the anti-thief kind, although surely anyone out to steal Ford wheels would have armed himself with the necessary removal socket, anyway? The driver's door continues to shut indifferently, but at the free service the loose rear interior lamp was rectified easily.

At 3300 miles the n/s front Uniroyal began to slowly deflate, but got us home. The local NTC depot pronounced it the result of impact damage and put on the spare. I did not recall such an incident and the Uniroyal people have willingly agreed to examine the faulty tyre. To replace it, as no Uniroyal, Michelin (in which I have faith), or Avon (good, and British) tyres were in stock, I was supplied with a Dunlop SP Sport D8, price £94.25, or considerably more than a Dunlop Formula Ford racing tyre. The next problem was an iced-up screen-wash bottle, at the start of the Great February Freeze-up. A £2.00 refill with anti-freeze failed to cure it and with the M40 ahead, I sought a Ford Dealer. The Witney Motor Co obligingly unthawed things in their workshop at a charge of £10, while I sheltered in their waiting-room, the TV screen depicting actors engaged in fatuous games, no doubt for high fees, while the rest of the world went about its wintry work! I set out again rejoicing in full vision. But only for three miles! It seems that the abnormally low temperature had caught out many vehicles, and I had a miserable Motorway run.

It does seem odd, though, that the wash-bottle cannot be placed in the hottest part of the under-bonnet space, so that anti-freeze would be required only to safeguard pipes and jets; I understand the problem is exacerbated on the Ford because part of the wash-bottle hangs down below the n/s wing.. Next day the Kingston Ford Agent confirmed that there was really no cure. For the return journey I equipped myself with a garden-squirt. However, in such conditions 4WD and ABS were invaluable, when 2WD cars were coming to a standstill up every slight gradient which had been thoughtlessly left ungritted, such as at the approach to the N Circular roundabout. Back home, the grip of Ford 4x4 plus Uniroyal Rally treads made it possible to restart on my ice-covered drive, which has defeated most 2WD cars under such conditions no matter how long and fast the run-in. In normal driving, like a Yuppie rather than a pseudo rally-driver, (but perhaps a Yuppie in a Sierra is a contradiction in terms?) the economy of modern 2-litre fuel-injected engines is reflected by mpg figures of 30mpg, of unleaded petrol, and in 3575 miles since the first service top-up the dip-stick shows no oil required. So far, so very good. Another report at 20,000 miles? WB



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The heavier body weight and higher drag factor remove some of the performance/economy bias of Rover's 216 GTi 16-valve.

Invigorating Rover

Sharp decreases in new car sales have not passed Rover by, but the sparkling performance of the versatile 3/4/5-door Rover 200/400 line, and the later Metros, must partially offset the slow selling sting of the moribund Maestro and Montego, plus the disappointing commercial record of the 800/Sterling in the USA. The Rover 216 GTi 16v we examine in our new abbreviated test format this month began life as a classic example of Honda-Rover cooperation. Yet this cumbersome collection of numbers in a 3-door performance package has no bodily equivalent in the Honda Concerto range. Honda owners may care to note that the 130 bhp engine and five-speed gearbox have previously only been available in the diminutive CRX Coupé, but have now been superseded by the VTEC (150 bhp) powertrain.

Announced in September of last year, the 216 GTi couples Rover excellence in chassis engineering with the enviable reputation of Honda hardware. At more than £14,000, the model nudges uncomfortably close to the rapid charms of the Vauxhall Astra 16v GTE and the established merits of Volkswagen's evergreen GTI in 16v trim.

Rover showroom equipment is competitive. An electrically operated sunroof joins power-assisted steering, mirrors (including a demist action), front windows, door and boot locks. A stereo cassette player/radio is also included and there are a number of detail alterations that differentiate the 130 bhp GTi from its confusing £12,995 single overhead camshaft (116 bhp) GTi stablemate. These include a larger rear spoiler, bright metal finish to the twin exhausts, leather edging to the "lightning" cloth seat trims and the use of 15 inch diameter wheels, rather than steel 14 inch units. Rover have not been slow to charge premium prices for a combination that has obvious appeal to the British, the announcement quote of £13,530 now superseded by a retail cost of nearly £14,200. Option prices have gone up too: the valuable Bosch electronic anti-lock braking system is now a £950 option rather the 1990 cost of £895.

Overall finish of the "six-light" side glass treatment of the 3-door body was excellent. Our main test car was a plain white, but a shade of metallic racing green has long been a Rover bestseller, and it looks particularly apt on the 216 GTi.

Rover have stuck very much to the dimension popularised in its range of 5-door 200s, which includes a 130 bhp 16-valve model for those who need more doors with their speed rations. Incidentally the cheapest Rover 200/400 that you can buy now belongs to the 3-door range, a 214S with K-series propulsion and a price that is currently just below £10,000. Yes, £10,000 is now regarded as the minimum for a smallish saloon. No wonder new car sales have slowed so much in recent months!

The interior is also familiar, especially to the Honda owner, who will recognise most of the switching and legible black and white instrumentation that embraces a 150 mph (!) speedometer. Since the makers —or more likely their marketing men — feel that such velocities are relevant to this model, it would be nice if they would brace the hapless driver with at least a footrest.

Rover trim and seating are their own, rather than shared with Honda, along with a safety (rather than sports) biased steering wheel and excellent seating that includes seat height adjustment on the driving side.

The compact alloy engine, one that the Japanese seem to have cheerfully discarded, features minimalist alloy block engineering (siamesed bores) beneath a twin overhead camshaft layout of four valves per cylinder layout. The compact chambers are happy to compress cheaper unleaded fuels at 9.5: 1 and remains exploitable to 7200 rpm. The gearbox is a perfect match for the high rpm engine, its close ratios engaged with a deft precision that makes one wonder if the complete arrangement is not electronic rather than metallic.

The heavier body weight and higher drag factor of the 216 GTi Rover remove some of the performance/economy bias

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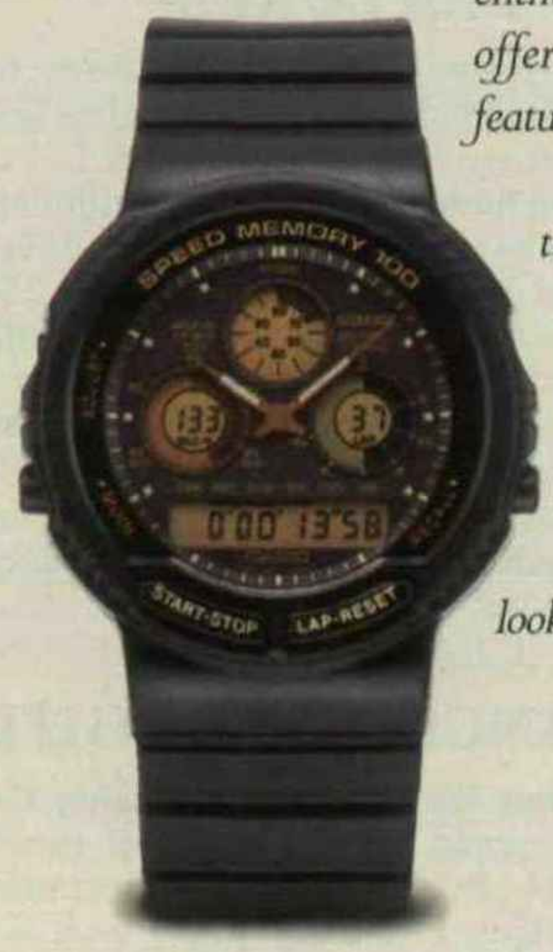
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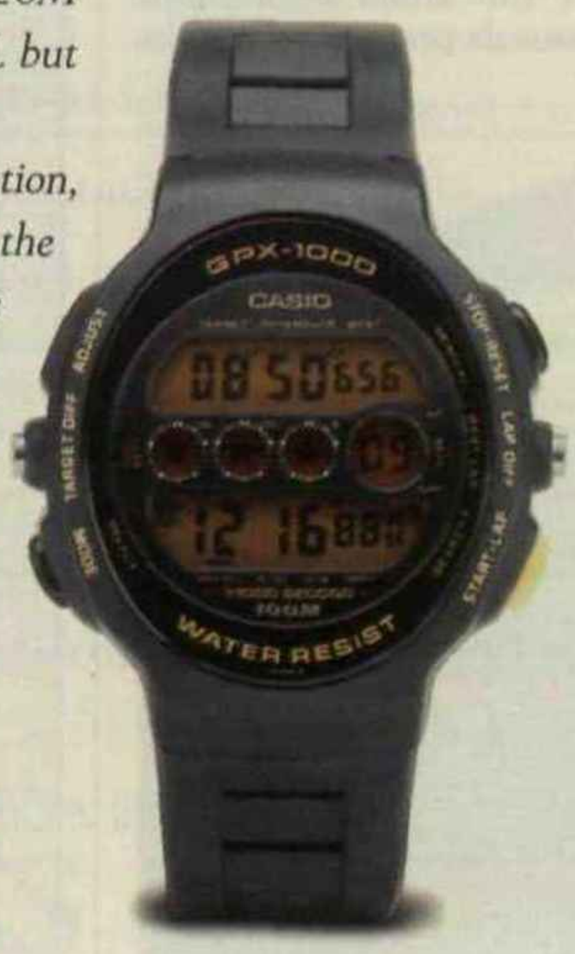
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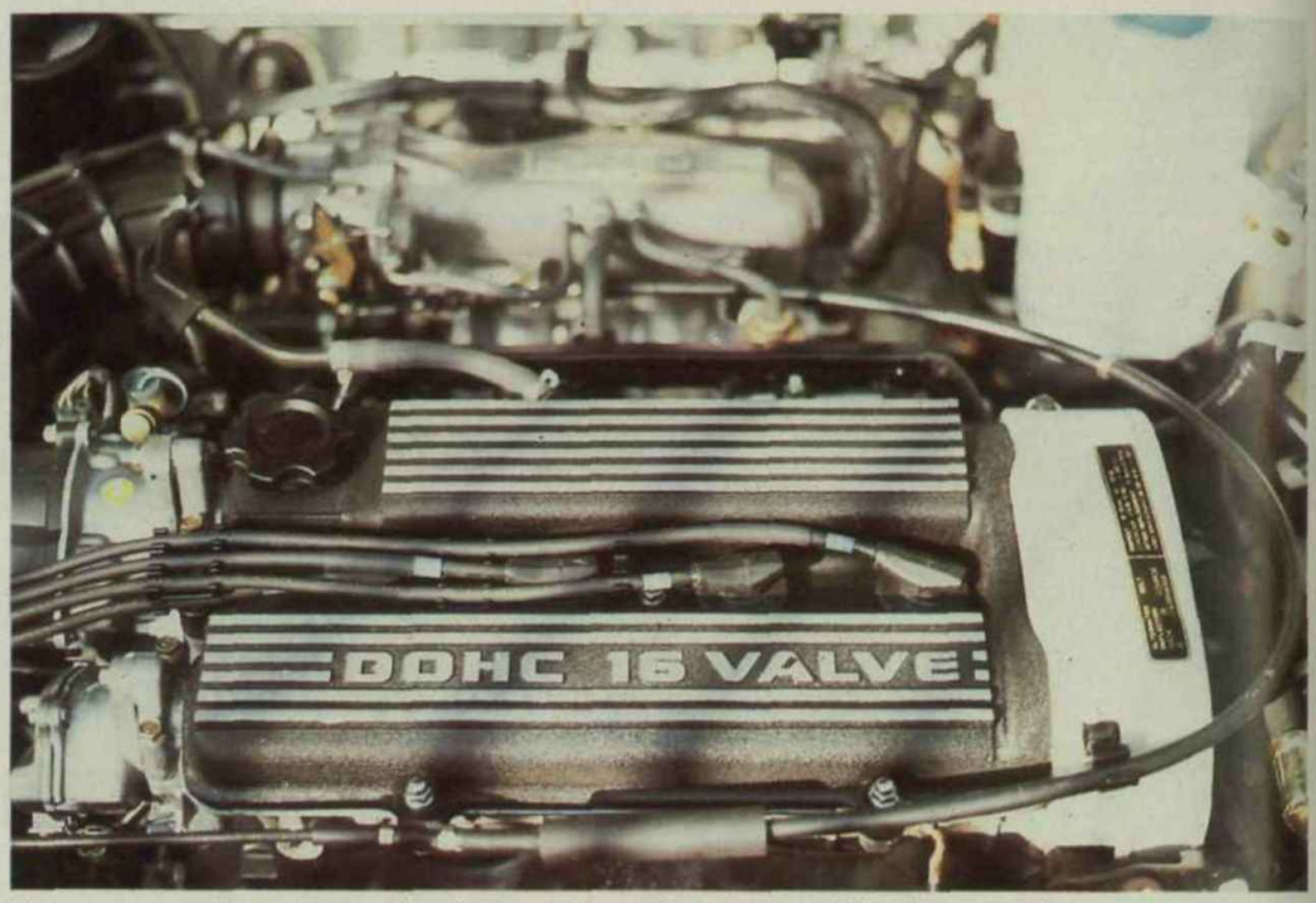
that is so prominent in the "rollerskate" suspended Honda CRX. Statistics say this means the top speed of the 0.34Cd Rover drops into the 123 mph band, rather than the near 130 mph of the 0.30 Cd Honda. The much quoted 0-60 mph figure just passes below 9 seconds (rather than eight, or less, of the CRX) and Rover fuel consumption was a best of 26.5 mpg (24.2 mpg overall, including performance tests) versus the 32-33 mpg the parsimonious author has enjoyed in his similarly powered Honda.

Yet the writer prefers the Rover recipe, because a degree of civilisation is added as Rover have invested their 216 GTi with a balance between handling and ride that makes fluid progress possible in a way that seems to escape Honda products outside the NSX league. Every non-motorway journey becomes an enjoyable prospect, every flowing country road a pleasurable outing.

Naturally the Anglo-Japanese alliance has weaknesses. In three examples we have driven, the power-steering proved accurate but said little to the driver about how the front Dunlops were faring under duress. As with older Jaguars we eventually became accustomed to the system (incidentally appreciating its resistance to untidy tugging effects of torque steer), but we believe more driving pleasure could be achieved in this respect.

We had our doubts about the braking system as well. In two examples assessed over brief mileages there were no concerns, but over a long distance with the optional anti-lock feature, the pedal travel grew alarmingly. As the brake pedal sank to around halfway of its usable travel, our concerns increased, but the brakes always remained effective when they finally did report for duty.

Another niggling drawback to the success of the Rover GTi formula is that of engine noise at motorway speeds. The body does not noticeably suffer from the inevitable resonances of a four-cylinder power plant, but the small aluminium motor naturally sounds pretty busy about its motorway labours. Geared short of 20 mph per 1000 rpm and delivered with a power summit of 6000 rpm, higher rpm are a regular Rover feature that leads to a fatigue you would not find in the larger-engined Vauxhall and Volkswagen products earlier mentioned. Noise levels are entirely passable at 60-70 mph in fifth gear, but beyond this point the fussiness grows so that a sustained 85-90 mph (4600 to 4900 rpm in fifth) is a far more wearing process than in similarly priced sports opposition.

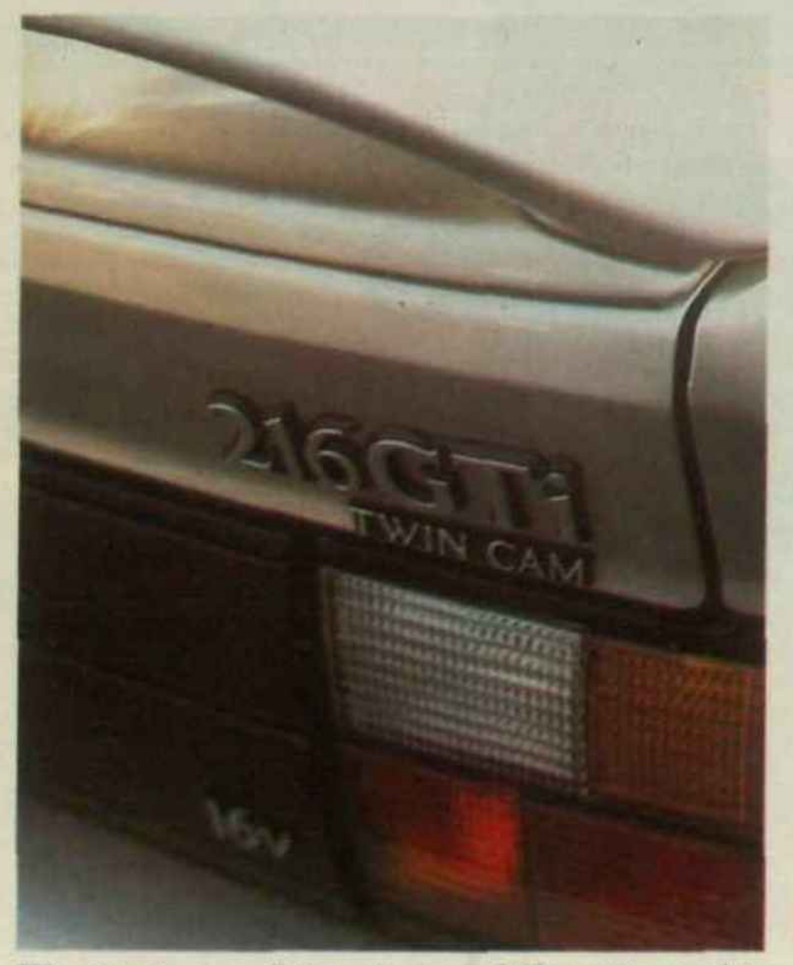


The compact alloy twin overhead camshaft engine develops 130 bhp at 6000 rpm.

Summary

The Rover 216 GTi is not without its flaws and there are plenty of really keen drivers who would enjoy Peugeot's almost unnoticed 309 GTI-1.9 litre at £13,550 even more than the 1.6-litre Honda-Rover. Yet the combination of Rover's reviving reputation, the hidden charms of Honda and a brisk one-make racing series to glamorise the Rover product will ensure that the 216 GTi becomes one of those indefinable "cars to be seen in."

I leave it to readers to decide whether they want to be seen in the kind of company that has previously held the Golf GTi and BMW 3-series as sacrosanct, but commend the 216 GTi on its own merits. Personally, I can only say the Rover is a machine that will go on my short list when my Honda departs. The blend of creature comforts and slick Honda powertrain has a strong appeal after five years in two Honda CRX skateboards. JW



The "twin cam" inscription differentiates this model from the single overhead cam version.

KEY FEATURES

Rover 216 GTi 16v-3 door. Tax-inclusive price: £14,180. Body: Steel, 2 doors and hatchback and ancillary spoilers. Drag factor: 0.34 Cd. Engine: In-line Honda 4-cyl, 1590cc (75x90mm). DOHC, 16-valve alloy cylinder head, 9.5: 1 cr. Honda PGM FI electronic fuel injection and ignition management. Power outputs: 130 bhp @ 6000 rpm; 106 lb ft @ 5700 rpm. Transmission: Transverse engine drives the front wheels through Honda 5-speed close ratio gearbox. Ratios: First — 3.25; second — 1.94; third — 1.35; fourth — 1.03; fifth — 0.85 gives 18.5 mph per 1000 rpm. Final drive, 4.25: 1. Running gear: Suspension: MacPherson strut front suspension with anti-roll bar and forward facing tie bars. Independent trailing rear suspension with "Steer Control" bushing, twin location links and separate anti-roll bar. Steering: Power-assisted rack and pinion, 3.4 turns lock-to-lock. Brakes: Ventilated 262mm/10.3 inch front discs; 203mm/8 inch solid disc rears. Wheels & tyres: Alloy 6 x 15 inch and 185/55 Dunlop D8 test tyres.

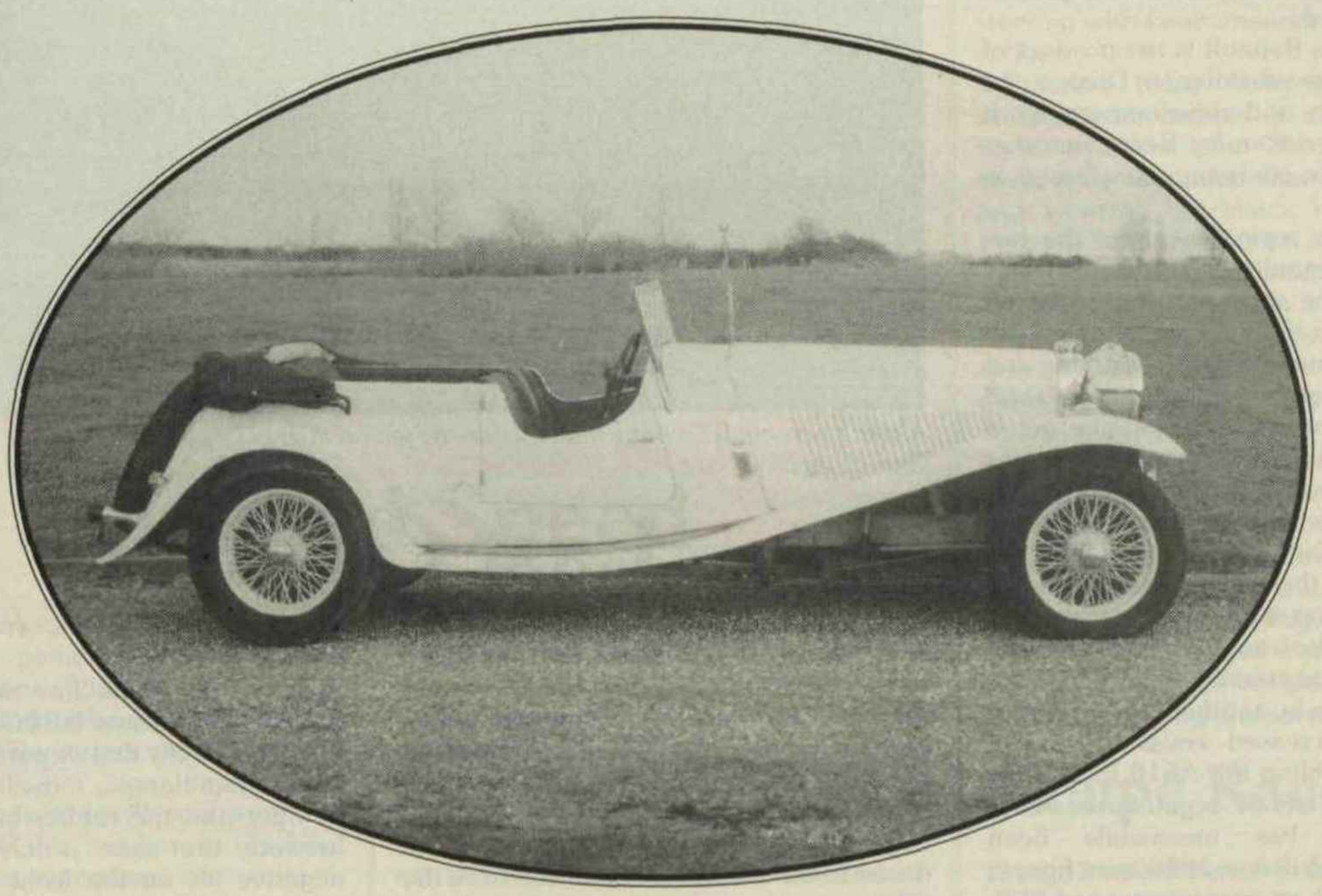
PERFORMANCE HIGHLIGHTS

Rover 216 GTi; Millbrook Proving Ground test site using Correvit electronic measuring gear. Acceleration (average of two-way best runs) 0-30 mph: 3.5 seconds; 0-60 mph: 9.0 seconds; 0-100 mph: 28.3 seconds. Standing 0.25 mile/400 metres: 16.5s @ 79.7 mph. Flexibility 30-50 mph — Fifth gear: 13.1 seconds. Maximum speed of 2.029 mile bowl: 122.07 mph. Best flying 0.25 mile: 122.78 mph. Overall test Fuel Consumption: 33.5 mpg. Government mpg figures Urban: 28.5 mpg; 75 mph: 33.2 mpg; 56 mph: 43.6 mpg.

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Alpine's new model is more than a cosmetic job on their GTA, some 80% of the total car having been changed.

Last Chance?

At a glance, Renault's new sports car, which has just been announced at the Geneva Show and which went on sale in France on March 19, looks little different to the current GTA. True, the headlamps are now of the flip-up variety and the design has been updated, but that is all.

Such observations, though, are fallacious. From the revamped original logo on the nose of the car to the tip of the rear spoiler, the car has been changed, some 80% of the total altogether. All the bodywork except for the roof, for example, has been altered.

Although this Renault is the product of Renault's Alpine subsidiary in Dieppe, the actual research and development work has been undertaken by Berex, another Renault satellite company, also based in Dieppe.

As a suitable replacement for the turbocharged Renault GTA V6, it was decreed that the successor had to be an improvement in three areas: Quality — in assembly and materials; the handling and ride; and the comfort. Nowhere, you will notice, does engine performance get a mention, but it is in this area that there has been a great leap forward, which in turn has affected the handling characteristics.

The powerplant itself is basically the same unit from the older model, but in the quest for greater torque, it has had an increase in stroke from 63mm to 73mm to bring the displacement to 2975cc. This has boosted bhp by another 50 despite the addition of increased emission control equipment enabling the A610 to comply with the tough US 87 regulations. Maximum torque has meanwhile been increased to 256 lb ft at 2900 rpm, figures which represent an improvement of 25% and 20% respectively on the superceded engine. Significantly, though, 248 lb ft is available from as low as 2000 rpm which endows the car with a far smoother power delivery and virtually eliminates turbocharger lag.

Computers play a primary and secondary role in this new Alpine. Whilst the boost pressure, ignition and fuel injection are controlled by an engine management system, much of the rest of the car's electrical equipment is determined by a Central Accessory Unit. In other words, if this secondary unit goes "down" for any reason, so do the intermittent windscreen wiper operation, the electric water pump and cooling fans, the electric windows etc.

To keep pace with the greater torque and greater power, the clutch, gearbox, transmission, anti-roll bars, springs and spring rates, dampers and brakes have all been revamped. The ventilated discs, for example, have been increased in diameter from 260mm of the GTA to 300mm of the A610 while the calipers have been uprated from 57mm to 60mm at the front and from 50mm to 54mm at the rear. A larger air-to-air intercooler, more efficient radiator ventilation and oil radiator, electric water pump and an electric fan which continues to operate after the engine has been switched off, have also all been reworked.

Even to casual observers, the replacement of the perspex headlamp covers by retractable ones is obvious, but it was a modification undertaken through necessity, not dictated by fashion or the desire to distance the new model from the GTA.

Even before the Renault/American Motors debacle, which saw the French manufacturer take a bloody nose in the United States, the A610 was under development, and at that time the American market figured highly in its sights. Renault/Alpine/Berex had even gone to the extent of producing a chassis specifically for them as neither the previous box-type construction nor the glassfibre floorpan met US regulations and their infamous impact test.

It is rather ironic then that the GTA was not sold across the Atlantic as it did not comply with American standards, and that the A610, which has been built to meet those regulations from the word go, will still not be sold there as Renault has completely withdrawn from that market.

New front and rear subframes have been attached onto the traditional Alpine backbone while the opportunity of revising several sections, such as reinforcing the doors and increasing passenger safety, has been taken with the incorporation of an integral roll-over bar within the rear part of the car. In the quest for a more balanced car, the spare tyre has been moved from the very rear of the car to the nose and the battery has been relocated further forward under the bonnet.

The car's shape has meant that the A610 has the same 0.30Cd factor of the GTA, no doubt due in part to the retractable headlamps, the wrap-around bumper and the rubber bib at the front beneath the skirt which also creates negative lift on the front axle. 16 inch wheels are fitted with low profile Michelin MXX 205/45/ZR16s on the front and 245/45/ZR16s on the rear.

After a shortish cross country route through South West France, during which we had to put the new 5-point ABS brakes into use after cresting a brow at some speed and finding the road ahead blocked with a herd of cows, while "I Can See for Miles" was playing on the cassette, we ended up at the short and twisty Pau circuit.

If this had been the turbocharged GTA V6, it would have been a mistake on Renault's part to allow a number of these cars onto the track at the same time. The sudden cut-in of boost at 3500 rpm and the delicacy with which the car generally needed to be handled on twisty roads would have been a recipe for a disaster, but not so with the A610. With virtually all the torque available at 2000 rpm, the car's more bestial traits have been eliminated. The ABS brakes, which certainly add an extra dimension to the sense of security, and the gearchange, which has been significantly improved, enable the driver to make full use of the improved handling. It still is possible to get the tail to whip out of line, but that is due more to the g forces rather than the stability of the car being

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The 16-valve Clio which packs a great deal more punch than the standard 1.2 and 1.4 versions.

Civilised Speed

Renault have packed a very civilised 140bhp punch into the modest dimensions of their R5 usurper, the Clio. Abandoning turbocharging, a performance 16V Clio variant will appeal to a European public in two forms: The 130mph road variant will cost approximately £11,500 this Autumn in the UK, and there is a racing cousin.

The RHD public will have their appetites whetted by one make Coupé racing. Replacing the old turbocharged Fives, this is the richest single marque series to be found in Britain with a prize fund of more than £130,000. It is backed up by a trans-European series, held across seven European countries, plus a five race combined Euroseries that includes support races at two Grands Prix and the Spa 24-Hour saloon car race. We were invited to the recent past site of the Spanish GP, Jerez, to drive road and competition versions in their appropriate backdrops.

First, the road-going foundations to the racing models, which will also be available in both LHD and RHD. The Clio became the second-best seller in its French category during its 1990 launch year. That was in five door form, but for the performance variant that replaces the much loved 5GT Turbo in road and race trim Renault has created a unique three door.

Plastic deformable front wings (unstressed, they will reform after sub-10mph impacts) and steel three-quarter panels that are also flared are unique to the 16V model. The GE Plastics front wings weigh less than 2lbs per side compared to 4.4lbs for the same item in steel and show great potential for wider mass production use.

Underneath those arches we found 185/55 R Michelin tyres of considerable adhesive prowess, but Pirelli is also represented. British Clios should arrive with standard alloy wheels (6.5J x 15), power steering, "plip" remote central locking, and electric operation of mirrors, front side glass and a sunroof. The major option will be effective 4-channel electronic anti-lock braking.

An almost square (82 x 83.5mm) 1764cc generates 140 bhp at 6500 rpm and 122 lb ft of torque by 4250 rpm; we stuck to a redline of 7000 rpm. Electronic engine management extracts this 80 bhp per litre from the inline four, using the cheaper 95 octane unleaded with a catalytic convertor in road or race trim. Official consumption figures equate to some 28 urban mpg but a fairer UTAC-coded average of 35.6mpg is more likely in everyday use.

Changes compared to the version installed in the Renault 19 are minimal but power output is 3 bhp up on the R19. No increase is quoted for the racing variants, despite revised engine management and a Devil exhaust.

Put this 1.8-litres in a 950kg/2090lb outline, coupled to an aerodynamic drag factor of 0.32Cd and impressive performance is inevitable. This Clio is likely to match the old Turbo on the 0-6 0mph act (expect 7.5 seconds) and has a claimed maximum of 131.6 mph.

The Clio 16V mounts a quartet of disc brakes, strut front suspension and torsion bar (beam) back axle with trailing arms upon stronger mounting points than its 5-door Clio brethren. All appear well finished and fabricated. The rear axle owes much to the 5GT Turbo, but the disc brakes are bigger than their predecessors. For road use they were extremely efficient, but the race track highlighted some limitations as Renault had not changed either fluid or pads for this onerous application.

The interior is not a major attraction. Echoes of the old fascia abound, although the 16V has cleanly presented instrumentation that embraces a trio of extra dials to monitor lubrication temperatures, pressures and level. "Spotty" seat trims are brash but accommodating and a rigid three-spoke wheel guides power-assisted steering with faint wheezes and dead sensation.

Traction away from junctions and second gear corners is well above the norm, as is the ride. The occupants are really only reminded that this is a small and sporting hatchback when crossing major tarmac disruptions at town speeds.

The engine is up to the highest Japanese (ie Honda or Toyota) 16V standards, whirring with amiable ease from 1000 to 3500 rpm thereafter rasping with understandable glee to become truly animated and entertaining in the 5000 to 7000 rpm band, all achieved with notable manners. I liked the Clio 16V very much. It needs only a little more communication (notably from the steering) to provide the same fun levels as a Peugeot GTI, but I would pick one for regular use over the Pug. Renault have remembered that road customers require increasing levels of civilisation to accompany their driving pleasures.

Coupé Race Clio

The 2.62 mile Jerez track attracted few GP spectators and is to be replaced by a purpose-built Barcelona circuit. Nevertheless it is a satisfying drive in a comparatively slow saloon on a sunny day, having 16 varied corners, so that there is always a different challenge to tackle.

The competition cabin has no carpet, but the door trims remained in place. Approximately 60lbs of trim are stripped out, leaving kerb weight over 2000lb/920kg. A racing seat, four-point Stand 21 seat belts and a Devil roll cage compliment the catalytic convertor side exhaust (not allowed in Germany, though otherwise regulations are the same across Europe), and unspecified engine management changes. There is presumably more than 140 bhp, but only the hearty exhaust note between 5000 and 7000 rpm hints of a power bonus.

No power steering is fitted, the shock absorbing characteristics appear to be eliminated and the springs are shortened into radically stiffer rates. Negative camber is emphasised at the front (inherent in the road car, owing to a widened front track) and the alloy wheels are replaced by 7J x 15 inch steels wearing Michelin S9A slicks in the Jerez sun, or the usual wet compound MXV2 road tyres in 185/55R section.

In the competition Clio at Jerez, only

third and fourth were strictly necessary. You can rely on the 4250 rpm torque peak to pull you out of the final corner in all but the tightest overtaking manoeuvres, when second and 7000 rpm were rapidly and noisily available.

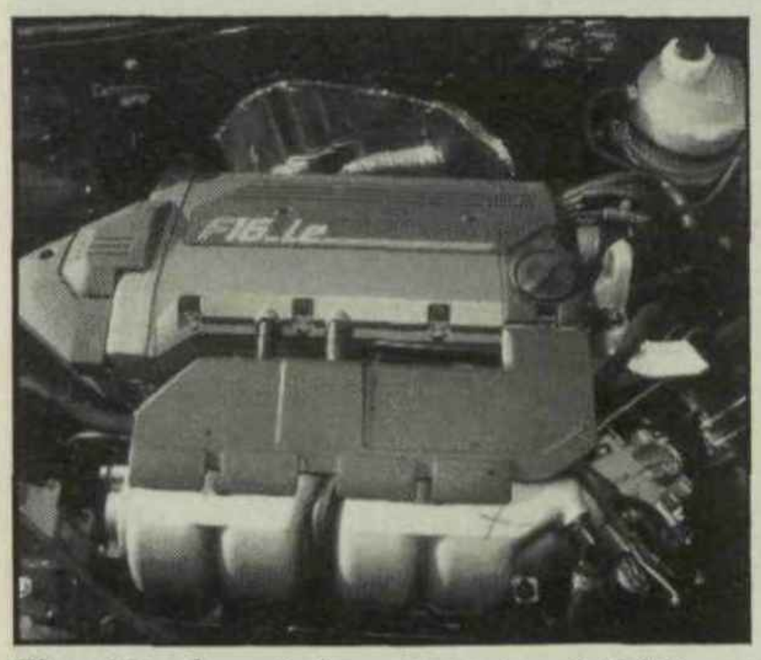
Clio track speeds are not staggering, circa 100 mph on the long straight and 90 mph through the fastest corner. Yet the fun factor through the faster corners is considerable; Clio settling into such mannered slides that you could provoke oversteer via the wheel, or by easing the accelerator pedal.

In slower corners the brakes were an audible deterrent, vibrating badly. Surely Renault will see that running standard pads and fluids is not very sensible by the time the UK runners arrive?

Once settled into a third gear corner you certainly feel the weight of the unassisted rack and pinion steering. On tighter terrain, Clio starts to hop unhappily away from the intended apex whilst an unladen rear wheel skims into flight.

For their 12-round Cup at purchase prices "around £12,000 each" competitors are likely to find the Clio manageable, and a more straightforward drive than the Turbo Fives. The eight factory cars supplied lacked some basic preparation (fire protection and master switches) and all needed some basic sorting, after which we can expect lap times to drop beneath those of the turbocharged model.

Renault have supported one-make racing in Britain since 1974 and the Clio Series will only add to the reputation Renault UK Motorsport have gathered for spectacular racing and generous funding. As to the Clio 16V, road or track, I believe it is a major step forward for La Regie in combining quality and civilised speed. JW



The 16-valve engine generates 140 bhp at 6500 rpm.

The Cooking Variety

Whilst the forthcoming 16-valve Clio is of the most interest to readers of MOTOR SPORT, the Clios most likely to be seen on the road are the more family-orientated hatchbacks. There will be two engine sizes initially offered on its launch at the end of March, a choice of three trim levels and the availability of three and five door models in any engine/trim configuration. These will soon be followed by a diesel variant, the luxury Baccara model and an 1800cc version. The 1.1-litre model, however, will not be offered to the British customer as it is not fitted with a three-way catalytic convertor, unlike the rest of the range, and so does not accord with Renault UK's all-catalytic policy.

The standard specification is quite high, especially on the top-of-the-range 1.4 RT model, and includes central locking, a fairly comprehensive range of instrumentation, integral rear seat head restraints and Renault's marvellous stalk-controlled sound system. Even power steering is an optional extra.

It faces tough competition in Britain where both the Ford Fiesta and Rover Metro hold sway, and where the Peugeot 205 also has a strong following, but Renault UK hope to get around this by a competitive pricing policy. Although prices were yet to be announced at the time of going to press, the five-door 1.4 RT is likely to cost around £9000, approximately £1000 less than the 1.4 Ford Fiesta Ghia.

A 200 mile drive across country and along motorways showed both the 1.2 and 1.4 models to be comfortable and efficient, although slightly bland, and certainly good enough to be considered alongside the Fiesta and Metro. It remains to be seen, however, whether it has a strong enough identity to replace the fondly remembered 5. WPK

Renault Alpine A610 Turbocharged

Continued from page 332

upset by a sudden power surge from the engine. Noise suppression is acceptable for a rear-engined car, the roar of the tyres generally more intrusive than the growl of the V6 on the open road. Top speed is academic, but the makers claim 265 kph and 0 to 100 kph in 5.7 seconds, figures we cannot substantiate, although we did reach an indicated 240 kph on one flat stretch of road with seemingly little left to come.

So if one accepts that the quality has been improved as far as the chassis and mechanicals are concerned and that the ride and handling are also better, what about the third area that was on the list for improvement — comfort?

This falls basically into two areas: comfort while on the move and a sense of well-being within the cabin. Since the handling and ride are far superior, there is no doubt that it is more user-friendly, so it is all the more disappointing that the interior has not been revamped to the extent of the rest of the car. There have been some very minor cosmetic changes, and the former weird wiper pattern has been made more conventional, but otherwise the interior of the GTA and A610 is almost interchangeable. Whilst this is not bad, there is room for improvement. The only optional extras are leather trim and a CD player, the car already equipped with a 6 speaker Pioneer system with Renault's fine column stalk control.



The A610's interior is very similar to the GTA's.

The price of the new Alpine has yet to be decided upon by Renault UK when it arrives in Britain this autumn, but in France the car is selling for approximately £40,000, which makes it far cheaper than comparable Porsches and on a par with the Nissan 300SX. It is fighting an uphill battle, though, because as we mentioned in our road test of the Alpine GTA V6 last year, the Alpine marque has never really been accepted in this country. However if the A610 doesn't rectify the situation, nothing will. WPK



The 2.3-litre Saab Carlsson will draw all sorts of admirers, but is it worth the considerably higher price than the standard car?

Individual Swedish Speed

"Performance with responsibility" is the Saab sales slogan for the early Nineties, but any technically aware reader might wonder at the validity of such a statement when the Carlsson derivative that we test this month harvests 220 bhp for delivery to the front wheels only. Surely this sort of turbocharged power — on a par with the most powerful production Audi quattro — can only be sensibly applied through all-wheel drive?

It is odd that Scandinavians Saab (and countrymen Volvo) seem set resolutely against the general production of 4WD variants, but Saab at least have a partial adhesion answer in the form of their electronically activated Traction Control System (TCS). The TCS feature is one of many standard items that are included in the Carlsson flagship to the turbocharged 9000/CD (4-door saloon) line.

How does the Carlsson nomenclature fit into the turbocharged Saab range? In the adaptable hatchback outline it builds on an already extensive specification, one that traces back to the £22,195 2.3 turbo. This model has the production 200 bhp soothed by counter-balancer shafts and lists electronic anti-lock braking as standard, along with powered operation of steering, side glass, sunroof and mirrors. An S variant then adds £1500 to the list price and offers leather seating, aluminium wheels and cruise control. Another £2000 for 2.3 turbo SE brings a lot of executive toys (from wood veneers to computer and standard automatic transmission). A near £27,000 Carlsson delivers the no-cost option of automatic or manual transmissions; the extensive "airflow" body kit; suede leather seat insets, stiffened sports suspension, TCS traction assistance and another 20 bhp coupled to a 3lb ft torque top up.

Is the Carlsson worth £4500 more than the lowest cost 2.3-litre turbo? Does it bear the name of former RAC and Monte Carlo rally winner Erik Carlsson (an English resident for many years) honourably? These were the questions that we wanted to answer in one of the tougher test sessions of the year.

We had the blessing of snow and ice to put the Carlsson-branded 2.3-litre turbo 5-door through its paces. Yet the TCS system allowed us to enjoy the predicted dry road acceleration statistics. This in conditions where the test timing strip was awash with stream from melted snow, yet the Carlsson recorded a 0-60 mph time just 0.1 secs adrift (we averaged 7.5 seconds) of Saab's expectations.

Top speed on a banked circuit was nearly 5 mph shy of the 145 mph claim, but the enormous pulling power was in the advertised supercar league — we recorded 50-70 mph in fifth at an average 6.1 seconds. That was 1.7 seconds faster than a standard 2.3 turbo moves from 50 to 74 mph, performance which Saab state is already faster than a Ferrari Mondial. Overtaking is not a problem in the Carlsson Saab derivative.

Nor is fuel consumption excessive, the cheaper unleaded grades being required to appease the standard catalytic convertor. 21.1 mpg running average, one that included performance tests, was right in line with the 22.6 urban figure that Saab quote for both Carlsson and standard 2.3-litre turbos.

Our test car was not a press fleet machine, but a last minute swop at our behest produced the Carlsson car of a director instead of a production 2.3 turbo. Our thanks to the Saab press office for allowing us to disrupt their schedules and continue an enjoyment of Carlsson branded models that covers two sales years and five examples.

Technical Analysis

The 2.3-litre of the traditional Saab slant four is a fine piece of development engineering. It is now a very distant descendant

of the Triumph design which superseded Saab's employment of Ford V4s and triple cylinder two strokes. In the stretch from 2.0 litres to 2.3 litres, first made in normally aspirated trim, Saab designed a strong new block to house counter-balancer shafts à la Mitsubishi or Porsche 944, plus an emission-conscious cylinder head to accommodate the inevitable twin overhead camshafts and 16 valves.

Company sources said that the 150 bhp normally-aspirated 2.3-litre had little in common with the 2.0-litres of 130 bhp. In fact the 90mm bore was shared between the generations, but the promised power bonus came in 1990 with a turbocharged variant reporting at 200, rather than 175 bhp.

Given that the resulting 200 horsepower vehicle is already capable of a reported 140 mph and 0-60 mph in 7.5 seconds, the Carlsson derivative had to work hard for a perceptible performance improvement. It is to the company's credit that they did not simply turn the boost beyond the standard 1 bar/14.2psi maximum and fit a body kit.



The chassis engineering embraced shorter springs, replacement Fichtel and Sachs (front) and Boge (rear) gas dampers, and a thickened front anti-roll bar. Original Carlsson Saabs (which had slightly over 200 bhp from 2 litres) had softer damper settings that were the work of the man himself (and UK Saab executives) over British roads. I understand that the current layout is based entirely on the Swedish Sport package. It thus follows the "lower + stiffer" philosophy.

The standard braking system is left alone, but the five-spoke alloy wheels (three-spoke in all catalogue material) were the accessory choice of a Saab director. They carried the usual 205/50 production tyres sizes, these of Pirelli P600 origin on the test car. The aerodynamic body kit is comprehensive, well-made, and equally conscientiously fitted. The aerodynamic drag factor, however, remains unaltered at a claimed 0.34Cd. The front spoiler apron carries auxiliary lights from Halla, side sills are subtly deepened and the rear wing is mounted on two pylons rather than lying flush with the body. An under-bumper section finishes the aero appearance agenda.

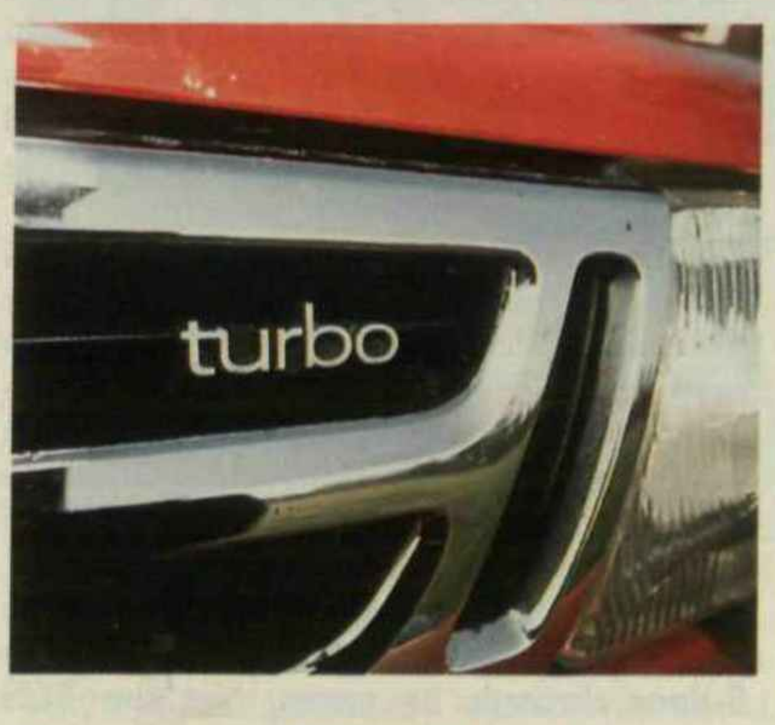
Technical information on the engine modifications was rare, but we understand that variable boost pressure and re-mapped ignition curve are important ingredients, rather than increasing the 1 bar boost at the power peak. Said curve is remapped to allow substantial amounts of overboost at lower rpm. This is betrayed by the behaviour of the boost gauge under



fifth gear strain, when it exhibits boost well into the red sector between 1100 and 2000 rpm. Thereafter APC reduces such transmission torture in distinctly visible (but not apparent to the driver) boost reduction steps. At 2500 rpm the standard boost has been restored.

"Surely this sort of turbocharged power can only be sensibly applied through all-wheel drive?"

Also apparently modified is the exhaust system, helping to produce a total of 220 bhp, another 200 rpm beyond the standard peak. Maximum torque is little affected, quoted at the same 2000 rpm for



showroom and Carlsson, plus a nominal 3lb ft torque bonus. Standard equipment upon the manual transmission Carlsson, the TCS device utilises some of the Teves microprocessor management, plus a separate Hella-developed programme and the wheel sensor units of the electronic ABS to virtually "fiddle brake" the driven wheels to more manageable levels of adhesion.

As you apply power and a wheel spins, TCS taps the front brakes into light and swift action, braking the wheel with least grip to restore traction, while also cutting power electronically. There are two stages to TCS intervention; below 25 mph both power and brake action are activated to restore grip to the tyre with least adhesion. Above 25 mph the action of the throttle is restrained progressively to keep handling quirks to a minimum. Beyond 125 mph the system is de-activated in theory, but in reality there are few occasions above 60 mph when you will see the TCS warning light shimmering in the instrument display.

Mercedes have had a similar system since the late Eighties, again based on electronic ABS, but the big advantage for Saab is that the ferocious handling traits of a powerful front-drive car are improved by TCS operation. A secondary benefit is that a negligible weight penalty is inflicted upon the nose-heavy Saab, which has 60



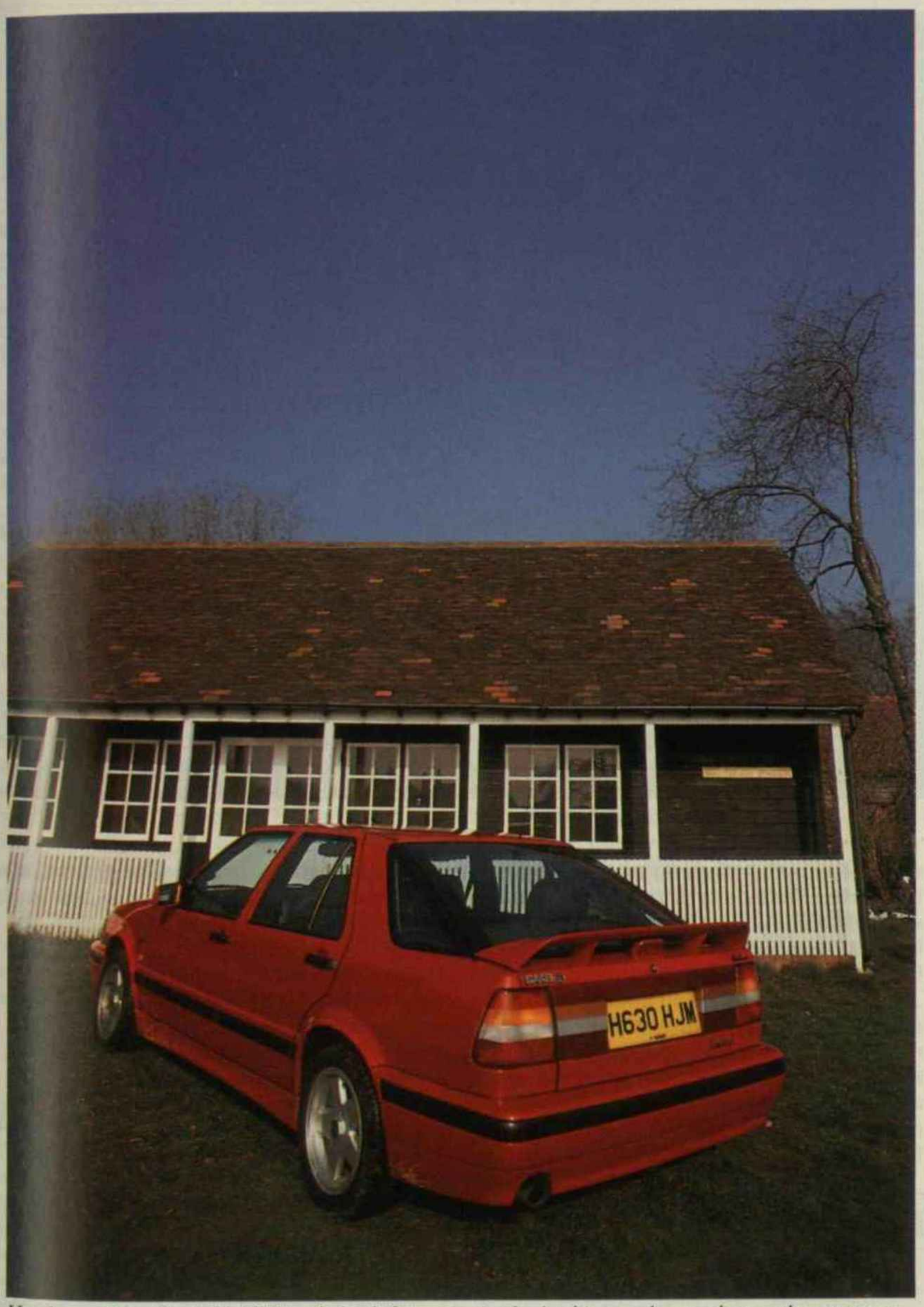
per cent of the kerb weight biased toward the front.

Offered at an option cost of £615, TCS benefits can be enjoyed on other 9000 series Saabs, so long as they sport ABS, but it is not a retro-fit item. Part of the reason for that is that it requires an electronic throttle linkage (in slang "fly by wire" controls) as well as a conventional throttle linkage.

Action

First impressions of the bright red Saab against the woolly backdrop of snow that had blanketed Britain were of a striking and well finished 5-door saloon. The challenge was, could we master that 220 horsepower to produce any results on such slippery surfaces? The cabin initially reinforced the exterior impression of quality speed. Bridge of Weir Scottish leather in a light grey and the Carlsson-branded three-spoke leather rim steering wheel lifted the interior beyond that of its less expensive contemporaries.

Saab ergonomics are also impeccable; we could do without the orange needles to the dials. You do lose, though, the 900 series traditional quirk of withdrawing an ignition key only when the machine is in reverse gear. This is dropped in favour of conventional ignition and logical (if



Hard use of the Saab highlights slight deficiencies in the braking and gear change departments.

crowded) switch disposition. The ventilation and heating are notably effective (there are two air conditioning chambers contrast options at £1295/£1815 respectively) and have the back-up to heated front seating and an anti-pollen filter. It is when you start to operate the controls that some quality question marks occur. The engine hums into life with typical ease for a current 16-valve limit, but the power steering has the occasional wheeze and the gearchange is distinctly clonky. Use the change harder, as we had to on the timing strip, and it becomes a definite deficiency; not fast or cooperative enough to qualify amongst the executive classes.

Vigorous use also highlights a lack of progression in the servo-assisted brakes. The overall feedback is poor and that means ABS is frequently activated on slippery surfaces rather earlier than anticipated. It is not a stability problem, but a more informative braking action than the current rather stark on/off feeling, would increase driving pleasure and enhance safety. The driving position, backed up by a steering column that adjusts over two inches, is as good as any we have encountered and you never feel less than in total command. Side glass areas could be boosted to overcome the slightly claustrophobic hangover from earlier Saab generations, but the hatchback is a lot easier to reverse and park than the high-tail 9000 CD series.

"The Saab always covers the ground a lot more rapidly than you have any right to expect."

In road use, it was the low noise levels and astonishing acceleration in the 30-70 mph band that demanded our respect. The Saab always covers the ground a lot more rapidly than you have any right to expect. The third, fourth and fifth gear pulling power in these speed bands is as remarkable to the senses as you would anticipate from the company advertisements and our flexibility figures. Beyond 100 mph, wind noise levels are not particularly impressive by class standards. We were also disappointed by tyre roar at speed. In fact the 100 to 120 mph fuss veers toward disappointing for a company that loses no opportunity to identify itself with its aviation division.

The traction device, modified suspension and Pirelli rubber work in harmony to provide safe progress even in the worst conditions. Gone is much of the veering old front-drive habit under power. We found that second gear power could be applied generously through icy hairpins with commendable forward motion and retention of low effort steering accuracy. The only disconcerting aspect is the long intervals as power is removed and reintroduced electronically. The modified suspension allows no magic carpet clichés at town speeds, and too much vertical movement over British lanes. The faster you travel, the better the ride becomes.

To put the Carlsson in to context, tyre size, engine power and torque are similar to the old rear-drive Cosworth RS Fords, yet the front-drive package is now a lot easier to manage and progress than the Viscous Coupling-controlled Ford. It needs to be emphasised that the turbocharged Saab 16-valve cylinder quartet is a lot smoother than the Cosworth Ford alliance. The latest Saab turbo comes close to the pleasures of six cylinder motoring beneath the BMW class.

The rpm limit is conservative at 6000, with a warning band from 5500 upward. Compensation arrives in the form of a suave punch between 2500 and 5500 rpm. Then the unit is a delight; in fact, the engine sounded eager for further higher crankshaft speeds, even when seeking the 6200 rpm electronic rpm limiter. Saab needed to do something about their turbocharged manners in poor conditions and we believe TCS has helped the situation enormously. We would rather have 4WD, but TCS promotes an enormous improvement over the wet and icy road manners of previous turbocharged front-drive generations.

Verdict

We have criticised dynamic and static aspects of the Saab, but none of our reservations should hide our genuine admiration for the product. There are not too many executive saloons which are capable of 140 mph but which will move a three people (including a displaced teenager), vast



Saab ergonomics are excellent, the interior of this car being even better than usual.

reserves of clothing, and high- tech belongings, whilst still providing memorable motoring. Thanks to split action rear seating, the driving pleasures that made the Saab an unbeatable combination of practicality and performance could still be enjoyed whilst it was laden like a refugees' camel.

We initially asked if the Carlsson derivative was financially viable, and an honourable vehicle to bear the name of the Swede who is Saab to many Europeans? We think it is far from value for money in additional cost over the already extremely competent 2.3-litre turbo. Yet the net result is respectably rapid, soothingly quiet and entirely fitting to bear the name of the man who put Saab on the World rallying map.

Lest Saab get too smug about such conclusions, we would add that the company needs to make a much larger quality effort to improve our perception of their basic assembly standards. Especially in regard to notchy door locks and repeated failures to latch shut, varied plastic grades and excessive wind noise levels. All need improvement to justify its inclusion in West German pricing zones. We have unofficially just seen a restyled 9000 Saab hatchback that has a dramatic "flatback" and a pronounced Citroën needle nose in the XM mould. Complete with existing side glass it looks close to production. Manufacture such a "super" 9000 to the standards outlined, possibly encasing the new GM V6, and Saab sales will continue to blossom in Britain and recover worldwide. JW

MOTOR SPORT TEST RESULTS – SAAB 9000 CARLSSON TURBO

SPECIFICATION

ENGINE: Water-cooled, iron block, light alloy head, counter balancer, shafts; inline four cylinders and DOHC 16-valve cylinder head. Garrett AiResearch T25 turbocharger; intercooled; Max boost 1 bar/14.2 psi. Capacity: 2290cc (90 × 90mm). Saab direct ignition; electronic ignition and fuel management with Saab APC boost control; 8.5:1 cr. Max Power: 220 bhp @ 5200 rpm. Peak torque: 246 lb ft @ 2000 rpm.

TRANSMISSION: Saab 5-speed. Front-wheel drive, Saab Traction Control System (TCS). Final drive 4.05:1.

GEAR RATIOS:

First	3.31	
Second	1.76	
Third	1.17	
Fourth	0.86	
Fifth	0.68	24.4 mph per 1000 rpm

BODY: Steel monocoque 5-door hatchback. Petrol tank of 62 litres/13.6 gallons. Drag coefficient: 0.34Cd.

DIMENSIONS: Wheelbase, 105.2 inches/2672mm; front track 59.9in/1522mm; rear track 58.7 inches/1492mm; width 69.4 inches/1764mm; length 183.7in/4667mm; height 55.9in/1420mm. Kerb weight: 3298lb/1495kg.

FRONT SUSPENSION: MacPherson struts, Swedish Sport/Carlsson specification includes: shorter Krupp Bruminghaus coil springs and twin tube Fichtel and Sachs gas shock damping; Sport anti-roll bar. Steering: Power-assisted 3.2 turns lock-to-lock, rack and pinion, 35ft 9inch turning circle.

REAR SUSPENSION: Dead axle located by leading and trailing links, plus Panhard Rod. Sport specification: Krupp coil springs and Boge single telescopic gas dampers; production 2.3 turbo anti-roll bar.

BRAKES, WHEELS, TYRES: Hydraulically power-assisted, vented 10.9 inches/278mm diameter front discs; solid rears of 10.1 inches/256mm; Saab +3 (3 channel) electronic anti-lock braking. Light alloy 'Aero' 6.5J × 16 inch wheels. Pirelli P600 205/50 ZR 16. Saab optional 5-spoke wheels for test car.

PRICE: £26,995, UK taxes paid. In-car entertainment at additional cost: test car had Blaupunkt Atlanta SQR44 system.

MANUFACTURER/IMPORTER: Saab Great Britain Ltd., Globe Park, Marlow, Bucks. SL7 1LY.

CLAIMED PERFORMANCE: Max speed, 145 mph; 0-60 mph, 7.4s.

TEST RESULTS

Test conducted at Millbrook Proving Ground using 1991 Correvit electronic measuring gear. **Weather conditions:** Wet, cleared snow.

ACCELERATION:

0-30 mph	3.1 seconds
0-40 mph	4.8 seconds
0-50 mph	5.9 seconds
0-60 mph	7.5 seconds
0-70 mph	10.2 seconds
0-80 mph	12.6 seconds
0-90 mph	16.0 seconds
0-100 mph	19.5 seconds
0-110 mph	26.0 seconds

FLEXIBILITY:

Third gear:	50-70 mph	3.2 seconds
Fourth gear:	50-70 mph	4.4 seconds
Fifth gear:	50-70 mph	6.1 seconds

Standing 0.25 mile/400 metres: 16.02 seconds @ 90.1 mph.

Maximum Speed: Millbrook 2.029 mile bowl: 139.9 mph. Best observed speed: 140.9 mph

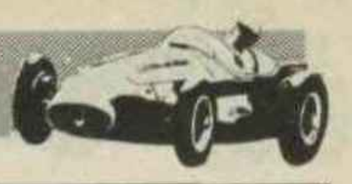
Maximum Gear Speeds: At 5500 rpm:

First	30.7 mph
Second	59.6 mph
Third	88.2 mph
Fourth	113.6 mph

Overall Fuel Consumption: Average: 21.1 mpg. Test track: 15.2 mpg

Government mpg figures:

Urban: 22.6 mpg
@ 75 mph: 31.4 mpg
@ 56 mph: 40.4 mpg



Another Forgotten Journey

Bruce Dowell, the Sunbeam man, has kindly sent me details of an interesting journey undertaken circa 1926 by a 25hp Sunbeam tourer, which was considered sufficient of an accomplishment for the Sunbeam Motor Car Company of Wolverhampton to issue a publicity booklet about it, illustrated with tinted pictures. It is this rare publication which tells the story.

The Sunbeam Company had received an account of the run from the Secretariat of His Excellency the High Commissioner for Iraq, after he had been supplied with the 25hp tourer, priced then at £950. The car was shipped crated to Beyrout (Syria). A 'prominent trans-desert motor transport company' then uncrated the Sunbeam and cleared it for delivery. After a short test run of about five miles His Excellency's representative commenced the journey of some 600 miles to Baghdad. The car was carrying the equal of four or five passengers and on the descent into Tchourah the servo-assisted brakes of the car were found to be very effective and the steering light round many hairpin bends on the route to Damascus. The adjustable front seat allowed the driver a comfortable position, and the engine 'toyed with the gradients'.

No trouble was experienced on the 530-mile crossing of the Syrian desert. Another car was leaving at the same time, so it accompanied the Sunbeam. After flocks of sheep had been left behind nothing was seen moving, but the track was by then well defined, as a convoy linked Baghdad with Damascus twice a week. Having left at 9.30am the car was at Rutba, the mid-desert post, by 8.30pm. The hard clay with a pebbly surface had persisted for much of the way, but it was thought what a good crop-bearing region this would be with irrigation and in late spring of each year rainstorms gave the desert a mantle of grass, bringing the sheep further into its fastnesses.

Stopping for a good meal at the restaurant in the Rutba fort, which had a refrigerator for supplying cold comforts in a summer temperature of 118 deg, the Sunbeam was then refuelled, and at 10pm set off into the night. Incidentally, the Fort was 260 miles from Damscus, the first water hole, with not another until 200 miles nearer Baghdad. The car was now on British territory and so the English rule of the road could be observed. An excellently defined and good track got the driver to Ramadi by daybreak, 200 miles from Rutba. Habitation now recommenced and the road ran beside the Euphrates river for many miles, the Sunbeam crossing it by pontoon bridge at Fallujah and reaching Baghdad by mid-day, the driver very little fatigued and the car having given 'not a moment's anxiety', although smothered in desert dust. The total journey time was 26½ hours. WB

Out of the Past

The ban on public road speed events in Britain having fallen in 1925, the rush was on to discover suitable speed-trial and hillclimb courses on country estates. Many such courses eventually became available, through the co-operation of generous landowners, adding a fragment of history to the sporting motoring scene. Thus in 1927 the Sutton Coldfield & N Birmingham AC and the Ace MC held their speed trials along a private road it had found on Lord Warings' estate. The course was bordered on either side by trees and was undulating and rather narrow, but the surface that May was fairly good. Incidentally the back of the programme carried the message: "The place for speed is on the drive, not when going home", which applies just as much today as then, and "Sportsmen leaving the meeting will drive with care and courtesy; the local constabulary will deal with the others."

In the public road days the N Birmingham Club had used Style Kop and then Angle Bank for its speed events but the ban seems to have stopped these activities until the new speed trial course was found.

Three A7s dominated the 750cc class, running it was said in uncanny silence at around 60 mph, the winner JD Barnes's, in 31.8 sec for the 800 yards, into which a 10 yard rolling start was given. Lones's Morgan three-wheeler (27.2 sec) vanquished a Senechal in the 1100cc division and Frank Taylor's road-equipped ex-Raymond Mays's Bugatti "Cordon Rouge" took the 1½-litre class (29.8 sec) from Potts's Frazer Nash, Nicholson's Bugatti meanwhile amusing the not inconsiderable crowd by bursting its hood, which flapped and trailed behind the speeding car.

Fastest car time was Taylor's but in the racing car class Lones improved his time to 26.8 sec, making FTD, with a straight-eight Bugatti second (31.0 sec). It has been a mild passion of mine to try to locate past speed venues of this kind.

The course used was actually in Gopsall Park, along Shakerstone Avenue. The Club had used it some years before 1925 and returned there in 1926, when FB Taylor made FTD in his 2-litre Bugatti without getting into top gear (25.8 sec). SUNBAC, as the Club was called, held its speed trials there again in 1927, when interesting entries were a supercharged Arab and the 1½-litre Hodgson-engined British Eagle of CEB Starling. The Morgans were exciting, Lones's seizing-up 20 yards from the finishing tape, snaking to a standstill, while RT Horton's Morgan made FTD (24.3 sec, 66.5 mph) despite its engine cutting in and out. TN Shorthouse (Bugatti) took the 1500cc class.

I wonder if anyone remembers those Gopsall Park speed trials? I had intended to see if the course still exists, but I believe it is now on Crown property. Tourists, though, pass near to it as the Market Bosworth Light Railway runs close by. WB

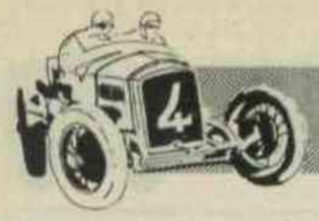
A reader is hoping that someone can provide a link with a Daimler landaulette which his father drove, as a chauffeur to the Johnson family of York, before and just after the First World War. In a TV film of an Agatha Christie play this reader saw a Daimler which looked like the one he remembered from childhood and which carried a York Reg No. Wondering if the car his father used to drive had survived, he tried to discover who the present owner is, via the DVLC, but met with the usual refusal to supply the required information. However, the TV company told him that the car in the film is owned by Bill Allen of Cheltenham, its Reg No being DN 568. Mr Allen does not know the early history of his Daimler but if anyone can link it to the Johnson family in York when it was a new car, letters can be forwarded.

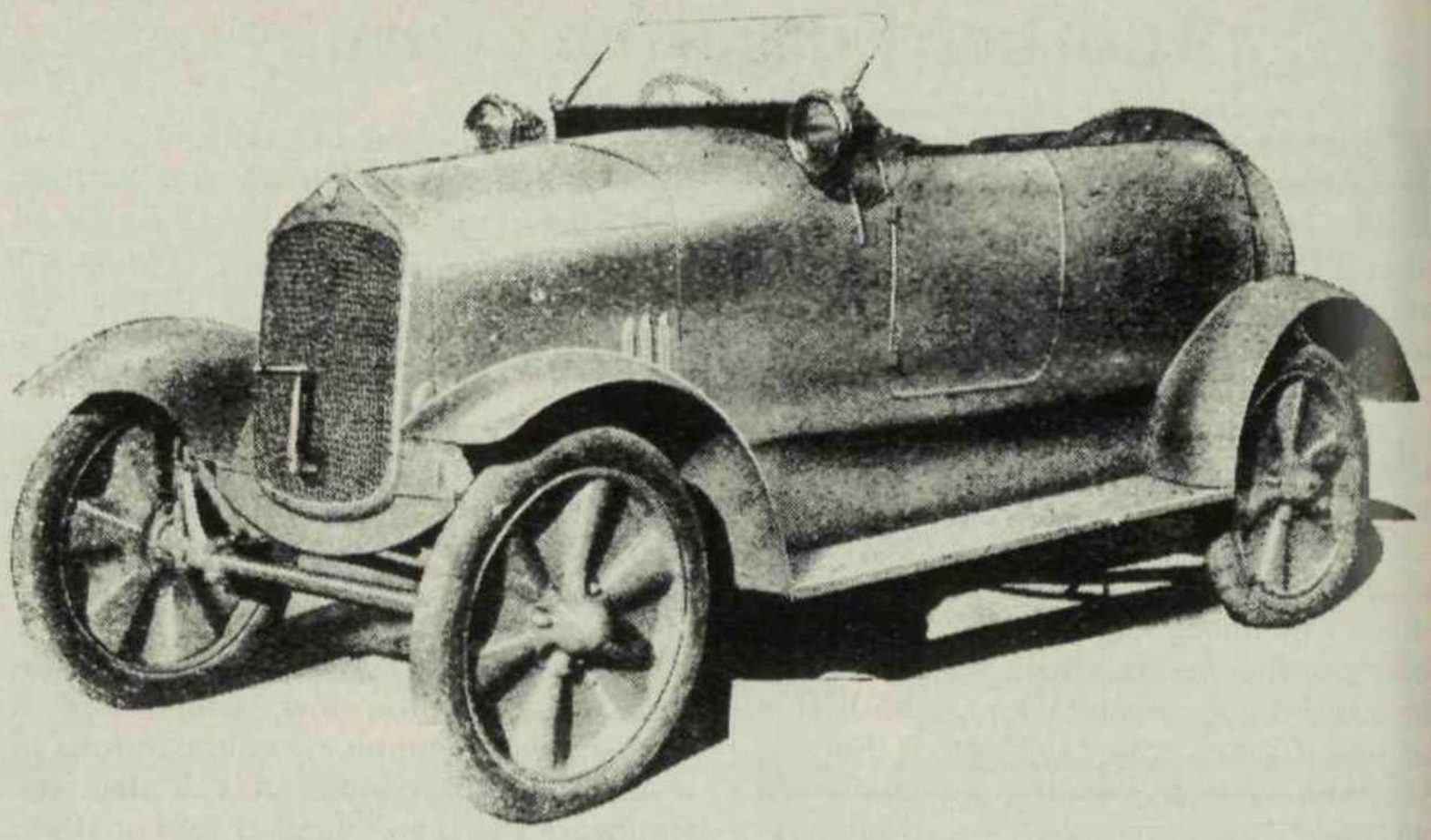
News has reached us of a new club being formed for modsports cars. The aim of the Historic Modsports Club is to gather together as many suitable cars as possible with a view to forming a new racing championship for the 1992 season in which all cars will be expected to run to the 1985 Modsports Regulations as defined by the RAC Blue Book. There is even a chance that a few races may be organised this season if sufficient people are interested.

Anyone interested in this club are asked to contact the Secretary, Gill Patten, 19 Frimley Avenue, Hornchurch, Essex RM11 3PX or telephone 04024 74085 (evenings) for an application form and further information about the club. The next meeting of the club will be held on Thursday March 28 at 8.30pm in the Kentagon Bar at Brands Hatch Race Circuit. All interested people are invited to attend.

The 750 MC is having an Open Day at Snetterton on April 7, with a display of all ages of A7, including specials and kitcars, an autojumble, gymkhana and racing to the Club's formulae from 2pm. Entry forms from: Ken Cooke, 26, Whomerley Road, Stevenage, Herts, SG1 1SR.

The Daimler & Lanchester OC announces that it has the largest stock of parts for these cars ever in its store at Gamlingay, with a computerised list of parts some of which date from Edwardian times, the system administered by four full-time staff. The number to ring is : 0767-50430. The Club's magazine *The Driving Member* for last February had on its front cover a picture of a Daimler which might well have been contemporary with the one referred to above and an article on the rebuild of the Tessie O'Shea DB18, etc. This year's Annual Rally will be held at the Doune Motor Museum, from June 6/12.





Forgotten Makes No 99: The CAR

Last month in this series the subject was a British five-cylinder radial-engined light car, so it seems appropriate to follow it with an account of another car with a radial engine, in this case one with three cylinders. Both were virtually still-born but have their niche in history, especially as the latter was the design accomplishment of Roy Fedden, later to become Sir AHR Fedden, MBE, DSC. He was responsible for the long line of highly successful Bristol radial air-cooled aero-engines used in military and civil aeroplanes, which might well have had even more impact on the aviation industry had not the Government's war-time policy favoured inline and vee-formation water-cooled engines from Rolls-Royce.

In 1919, however, when the CAR was mooted, Fedden was trying, with many others, to provide a small car for the masses, in the difficult post-Armistice times following a bloody war. It has to be said that he got a very good response from at least one motor journal and, reading its appraisal of the CAR it seems cruel that it was to have a very limited future. "For the potential purchaser of the new CAR it is necessary to realise that it is intended, as regards price, to become the vehicle for the many. The fixed figure of 200gns is a very low one for a properly equipped, three-seated, four-wheeled 11.9 hp vehicle. The eager buyer of a car to bridge the gap between motorcycle and sidecar and the full-size light-car has seen with disquiet how labour and other troubles have caused prices of light-cars on standard lines to rise steadily until the possibility of economical motoring seems remote. It is the definite aim of the producers of the CAR to offer a completely equipped car that will meet the motoring needs of the man in the street; a vehicle that thousands can afford to buy and maintain and for which accurately-fitting spare parts will be available at reasonable prices." Thus the confident announcement of the CAR made in the leading motor journal in the autumn of 1919.

It was stressed that British quality would characterise the workmanship, that the carefully matured project would, by mass production methods "devised by specially-engaged experts of International reputation", ensure an output of 200 CARs a week, and that the aforesaid experts had been given a free hand in the arrangement and selection of a large factory and plant, and that the design of the CAR would not only give reliable service but enable these experts to exercise their production talents. "There would be close co-operation between designer and producer", it was said. With such a fine tribute, how could the project fail to flourish?

In fact, the CAR was to be made at the Cosmos Engineering Co Ltd at Lodge Causeway, Fishponds, Bristol. Indeed, the name of the vehicle was soon changed to Cosmos, perhaps because, if an owner was asked what he ran and replied a CAR car, there could be doubts about his sanity! Presumably the justification for the good write-up enjoyed by the Cosmos before it went into production was based on the knowledge that Roy Fedden had designed the acceptable Straker-Squire car before the war and that his 14-cylinder radial Cosmos Mercury aero-engine gave a smooth 300 bhp by the summer of 1917 and was followed by his 9-cylinder 36-valve Jupiter aero-engine in 1918. He was also responsible for the origin, but not the development, of the ohc Straker-Squire Six, ironically based on the war-time R-R Eagle aero-engine.

Good write-ups the Cosmos may have had but production was not scheduled to commence until September 1920. But when the car made an appearance at the 1919 Olympia Show the price had been held to the promised £210, for this clover-leaf three-seater. So how had Fedden (who was to become one of our greatest aero-engine designers, with the incredibly successful Bristol Jupiter developments — it was used in 262 different aeroplane types and made under 17 foreign licences — the Pegasus, the sleeve-valve Perseus, the Taurus, and by 1942 the supercharged 1520bhp Centaurus, etc) laid-out his 1919 economy car?

What he had done was to use a three-cylinder air-cooled radial engine of 80 x 80mm bore and stroke, (1206cc) the now accepted 'square' dimensions with one cylinder vertical. The ribbed cylinders were of cast-iron, fanned out, equally spaced, round the crankcase. The valves, two per pot, in the ribbed aluminium heads, were push-rod actuated. They were of stainless-steel in bronze guides, seating on cast-in stainless steel rings. The three inlet pipes were coupled to a distributor box fed by the Ware carburettor. The short balanced crankshaft ran on ball-bearings and the pistons were of aluminium. The three roller-bearing big-ends were side-by-side on the crankpin. A cam ring operated the valve gear. Ignition was by battery and coil, not then commonplace, and a dynamo was set below the distributor and contact-breaker.

A three-speed-and-reverse gearbox was in unit with this unusual power-pack, which was mounted in the chassis by steel bearer arms at the front and the gearbox resting on a tubular cross-member. Cooling was achieved by a large six-bladed fan ahead of the engine. The single-plate clutch was Ferodo-lined. Final drive was by a torque-tube-enclosed propeller shaft having a simplified universal joint at the front, to a differential-less spiral-bevel back-axle. This enabled an economy in brakes to be effected, one drum for the pedal, the other for the central brake lever. The simple frame had only three cross-members, the tubular one in the centre, forming 'A kind of keystone for the whole car', apart from the weight-saving achieved.

Fedden was content to use the patented Adams (AFS) system of springing, found otherwise only on the Douglas light-car, a remarkable layout in which central transverse coil springs were coupled to the axles by long arms and bell-cranks, further arms being needed to locate both axles. Steering was by a simple plain-bearing worm-and-wheel mechanism, with transverse tie-rod. The disc wheels on the first prototype had pressed out imitation spokes, as on an Angus-Sanderson, and with electric lighting the CAR weighed about 10¾ cwt. There was a dummy radiator, the wheel-

base was 8ft 0in, and tyre size 700 x 85. Power output was claimed to be 16 bhp at 2000 rpm.

At Olympia a good attempt was made to sell CARs by showing a light blue three-seater with pigskin upholstery and polished mahogany cabinets each side of the lone back seat. The "cloverleaf" seating, as used later for the 7.5hp Citroën, etc, kept all the occupants beneath the hood in wet weather. Before the end of 1919 a well-known motoring writer had been allowed to try a prototype CAR which had already covered some 8000 hard miles and to which modifications were apparently intended. The name had already been changed to Cosmos. The test consisted of half-an-hour's driving in hilly Bristol, followed by a 120-mile run to London, done at a high average speed (at better than 30 mph, including a meal break, good for a light-car on 1920's roads). The car was complete, but lacked a hood.

The air-cooling was tested by a hold-up in Piccadilly, occasioned by the visit of President Poincaré to London, when "most radiators were steaming" in the half-hour hold-up. The Cosmos was unruffled. Indeed, on this cold November journey so little heat came up through the floorboards that the driver's toes were nearly frostbitten. The ohv gear was noisy, due to the use of plain bushes and screw-down greasers of the exposed push-rod mechanism, but this was due for improvement, as Fedden "still had a pound or two in hand per chassis on his original costing". The odd springing was judged excellent, over the awful road to Marshfield, taken at over 30 mph. The steering was criticised as too high-geared and affected by the high-pivotting of the suspension, which had been overlooked in laying it out. Top speed of this Cosmos prototype was put at 45 mph, fuel thirst at better than 35 mpg, oil consumption at over 3000 mpg. Although the lower cylinders hung down by the chassis side-members, it was said that even when the engine was hot a plug in one of them could be changed in one minute — and in those days plugs were changed frequently. Incidentally, the annual tax was 3 gns. A 75 x 75mm version of the engine was apparently built at one stage.

Among the many odd and optimistic ventures to attract car customers in those now far-away days, the CAR seemed to have much going for it. Yet there was no sign of it at the 1920 Olympia Show. Its life was of the shortest! In the summer of 1920 the Cosmos Engineering Co had been taken over by the Bristol Aeroplane Company (they got the brilliant Fedden, 31 engineers and an assortment of engines and parts for £15,000), after it had crashed trying to sell household goods to Russia. Roy Fedden went on to lasting fame in the aero-engine field; of the radial-engined CAR, nothing more was heard. WB

Ferrari Follow up

Following our story of the Ferrari 375 Plus in the January issue, Mr Fred Hislop has written to us with information on chassis 0392AM, the car which Louis Rosier and Robert Manzon drove at Le Mans in 1954 and which subsequently won the Carrera Panamericana. After that success it was acquired by Erwin Goldschmidt of New York who campaigned it in various events in the United States.

At this time motor racing was still in its infancy in many countries, and the European style had yet to be accepted everywhere, particularly across the Atlantic where "banger", or stock car, racing still ruled supreme.

Canada very much followed this tradition, but of its two motor racing venues, it was Toronto which was readier to embrace other forms of racing than the more conservative Montreal circuit. Consequently it was the Sports Car Club of Toronto, namely Fred Hislop who at the time lived there, who can claim the credit for Ferrari's first race on Canadian soil.

It was his victory in the Giant's Despair hillclimb in Pennsylvania which brought Goldschmidt to Hislop's attention and the invitation for the American to come North and race in the Toronto club's One Hour Handicap Race. The disused airfield at Edenvale, some 60 miles north of Toronto, was hardly an enticing venue, but the prospect of a packed race of 40 assorted cars, including some rapid lightweight XK120s amongst them, was fortunately mouthwatering enough.

Overcoming a little local difficulty at Niagara, where Customs had to be assured that this crazy American and his strange European car were just entering the country to go motor racing, Erwin



Goldschmidt and 0932 AM in Canada in 1954.

Goldschmidt and his entourage arrived in force.

Their presence was immediately noted, not only by fellow competitors who marvelled at the car and its prodigious speed, but also by the local police who kept a weather eye out for it and the antics of its driver to and from the circuit.

Fortunately there were not any ugly incidents either on or off the track and Goldschmidt started the race from pole position. Needless to say he won the event by a country mile, enthusiasm for the American and his machine almost reaching fever pitch among the 5000 strong crowd as he reeled in and passed backmarker after backmarker. The prize was not great, and the prestige negligible, but a small piece of history had been made that day.

The car was subsequently raced in Nassau later in the year, had a few more races in the States in 1956, and then was sold through Luigi Chinetti, who was present at the race in Canada, to one William Carpenter. The car now resides in Australia where it has been restored by Brian Wiesner. WPK



Erwin Goldschmidt and the Ferrari are the focus of everyone's attention after his dominant win .

Dear Reader,

I have always enjoyed engines, from the day of my first motorcycle at an illegal age, to the cars and motorcycles of today; the engine to me has always been the most important part of any vehicle, and racing engines in particular are the very breath of life. You can produce the most wonderful looking car, but if it hasn't an engine it's about as exciting as a painting as far as I am concerned, but if you produce an engine and have it running on a test bed it comes alive and is a living object that gives pleasure and satisfaction. If there is no vehicle to put it in it does not really matter, I can enjoy an engine for itself, though a complete and working vehicle is obviously the ultimate in enjoyment and satisfaction.

At one time you would always find me near the front of a racing car, especially supercharged ones, and then the scene changed and I moved round to the back, which is where you will find me at today's Grand Prix races. There was a doldrum a few years ago when almost every Formula One car was powered by a Cosworth DFV engine, and once you had seen one Cosworth DFV you had seen them all, so I tended to wander around the Formula One cars rather aimlessly and peer into the cockpits hoping to see something innovative. Then Renault introduced the turbocharged 1½-litre V6 and life began again for me. It became exciting just to stand alongside a tiny little power unit with unlimited boost that you knew was giving 900 bhp or more, and the driver was either going to set a new pole position lap time or the engine was going to destroy itself in the attempt. Exciting times, with the chassis designers, the suspension design, the aerodynamacists and the tyre technicians all working flat-out to try to keep pace with engine development. Then FISA rule makers stepped in and limited turbo boost pressures and a lot of the excitement evaporated, just when two-stage (and even three-stage) turbocharging was becoming a reality.

For years engine performance was evaluated by bhp per litre, a simple though not very exacting yardstick, that anyone could understand, and an engine going 100 bhp per litre was a good baseline. This was gradually upped to 200 bhp per litre and once the turbocharged development got underway that climbed rapidly to 500 bhp per litre. Engineers prefer to talk about BMEP (Brake Mean Effective Pressure) and torque figures in relation to rpm, rather the simple brake horsepower (BHP) figures, but you really have to have a good knowledge of engine design to appreciate such facts. For general purposes bhp per litre has to suffice and one day in the paddock the head of Honda Research, when talking about turbocharging development casually mentioned that they were looking for a figure of 1 horsepower per cc! After he had gone I realised what he had said. While listening to him my thoughts were of tiny test-and-development units like a 100cc single-cylinder experimental engine giving 100 bhp, but he had been talking about 1500cc engine (1½-litre, the turbo limit of the Formula of that time) which meant 1500 bhp. Sadly FISA put a stop to all that, but it has not put a stop to engine development and the present 3½-litre normally aspirated engine Formula is developing well.

This season, which is about to begin as this letter is being written, will find me round the back of most Formula One cars for the engine scene is looking remarkably healthy, with as big a variety as we have ever had. Honda V12, Honda V10, Ferrari V12, Lamborghini V12, Renault V10, Ilmor V10, Judd V10, Porsche V12 and Yamaha V12 with the Cosworth Mk V (exp) V8 as the 'joker' in the pack. For any engine enthusiast it will be a sight and sound enough to make one go weak at the knees. The sad thing is that the number of people allowed to enjoy this scene at close-quarters is very limited, and those of us fortunate enough to do so are continually frustrated by the lack of technical information that is forthcoming from the engine manufacturers. I am not criticising them, for such secrecy means that racing engine development is a serious business, so nobody is going to give much away, but knowledge of the internals of all these racing engines and details of bore and stroke, valve timing, ignition diagrams, compression ratios, fuel mixtures, bearing materials, piston ring design, lubrication systems and so on, would make an already exciting scene very full indeed. Most official information released goes no further than telling you the number of cylinders, the angle of the vee, the number of valves per cylinder and the engine capacity, though some actually quote a weight of the power unit.

A reader in America, who only gets to see Formula One at Phoenix and Montreal, speaks for many racing enthusiasts when he writes to say that the "armchair enthusiasts" who have to rely on television coverage of 14 out of the 16 races, (some even have to rely on TV for all 16 races) get very frustrated if engine design happens to be their major interest in racing because they cannot sit and work out why a Honda engine is better than a Ferrari engine, or vice-versa and how will the Yamaha or Porsche V12s match up this season. There are many accepted parameters in basic engine design, such as the bore/stroke ratio, piston speed, compression ratio and crankshaft revolutions and it would appear that the big international firms like Honda, Renault and Ferrari are surpassing some of the generally accepted criteria, so obviously we all want to know "how". We know "why".

This technical and industrial "secrecy" is perfectly normal in design and engineering and is not limited to engines or engine components; in any part of a racing car it exists, especially if there is fierce competition. Koni are continually working to make better shock absorbers than Showra or Bilstein, Goodyear's objection is to make a better racing tyre than Pirelli, Shell are endeavouring to make better fuels and oils than AGIP, and ELF are out to beat them both, Champion are always working to beat NGK, and so it goes on behind the scenes all the time. Competition is the keynote and all the industrial firms are doing it for one reason, to improve their products, for development and research is important at all times and Formula One racing is one of the best fields in which to make rapid headway. Naturally there are risks to an industrial firm, because you are doing your research in public and everyone can see the result, which is alright if you win, but not so good if you lose. But competition is the spur that brings out that extra effort and success is all the more rewarding.

To return to the subject of engines in Formula One, among the top teams the engines are looked after by the engine manufacturers' own people, from chief designer to skilled mechanic and tucked away in the back of the pitlane garages is vast quantities of electronic equipment monitoring every function of the engine while it is running out on the track, through some very sophisticated telemetry from sensors and recorders on the car. Ford actually have a specially equipped van behind the Benetton pits receiving all the information from the Cosworth HB (EXP) engines while they are running, with a set of monitors and technicians ensconced in the van receiving and analysing all the information. At one race last year I saw Bernard Dudot, the Renault engine designer, standing all on his own at the back of the Williams pit looking over the shoulder of his two engineers who were monitoring the information being sent back from the cars of Patrese and Boutsen.

It was during Saturday morning testing and it was a delight to see the look of contented bliss on Dudot's face as he watched his two engineers performing impeccably. He could not see the engines, and probably could not even hear them, but his reading of all the dials, digital displays, oscillographs, and so on was telling him all he wanted to know. It was the face of a very happy man in the real scene of Formula One.

Fortunately the Grand Prix car is made up of many equally important components, each one having its enthusiastic followers, otherwise we could run all the races on the dynamometer or in the wind tunnel, which would badly restrict the victory possibilities, or if we took the drivers seriously we could win the races without leaving the darkened motor homes! It is the complexity and variety that is underneath the multi-coloured, and sometimes vulgar, Kevlar or carbon-fibre exterior of a Formula One car that I find most satisfying, which is why all the one-make, one-class single-seater championships do very little to arouse my interest. Right from my early days it was MOTOR racing that fascinated me, not DRIVER racing, the driver being part of the whole, an interesting and important part of the whole, but not the be-all-and-end-all of racing. Today a lot of followers of the sport see no further than the man in the cockpit, that is their interest and they are entitled to it, but I think they are missing a lot. Similarly a lot of followers only know about the actual race, an important part of the overall scene, but it is only about 2 hours in a 3½ day total activity. People often remark that "There is life outside Formula One, you know," which is true enough, but once the season starts, it is difficult to find time to take a look outside.

DSJ

Pick a Star



A multifarious selection of cars pound round Silverstone's new national circuit on the Pom.

The first weekend in March brought a whole plethora of pre-war and classic cars out onto the circuit and special stages in two quite separate events, related only by proximity of time and attractiveness of entries.

The Pomeroy Trophy is a well established and well supported event which allows VSCC members to have a day of fun at Silverstone Circuit every year. The entry is varied as the year and make of car that may be entered is unlimited, except that post-war entries must have an engine capacity greater than 2-litres. Of the 66 cars that took the start, 26 were pre 1940 cars, so the odds on the winner of the Pomeroy Trophy coming from one of their ranks were quite slim.

There was a healthy turn-out of Frazer Nashes, Talbots and a cross-section of Alfa Romeos, but there was nothing especially exotic this year. What was significant, however, was that it was the first time an event was being held on Silverstone's new national circuit, and it was generally greeted with admiration. It is now far less of a three-pointed triangle with one long straight, and has become much more complicated requiring far greater skill to circumvent it quickly, despite the loss of the kink in the complex just after Brooklands corner.

Before the three 40 minute timed sections, there had been the usual driving test type sections for manoeuvrability, coming to a stop between some lines, and standing and flying starts along a given length of road. After these four disciplines, though, it was impossible to foretell who was going to win the Trophy, so much depended on the 40 minute trials and whether the target number of laps would be achieved by the various competitors.

The first timed run was for the older cars, held in cold, windy weather with just a touch of dampness. The second timed run was generally for post-war classic cars with a few underpowered moderns thrown in for good measure, and that was held in part sunshine and part rain, while the third timed runners had to put up with a wet track all the time. Inevitably there were some lurid slides and not more than just a few spins, but fortunately it was only pride that was dented.

After the VSCC computer had coughed up its provisional results, it was found that RF Wills' 1938 Frazer Nash BMW had done enough in the timed section to beat a 1967 Porsche, a 1972 BMW, a 1931 Frazer Nash, a 1963 MG, a 1935 Maserati and a 1936 Talbot, all of which had won a first class award, to win the Pomeroy Trophy. It was a good result.

The only pre-war entrant in the heavily over-subscribed Longleat Historic Rally, however, was Julian Bronson's 1937 supercharged Riley, making up for the that marque's absence at the Pom, and this car was truly a sight to see. It didn't win the slippery, undulating stages within the grounds of the Longleat Estate in Wiltshire, but it was one of the most impressive cars to watch, its solid axle back end being thrown at corners with great panache and hopping around where other cars slithered around.

Some of the stalwarts of historic rallying were missing from this event, no doubt preparing for the RAC International Historic Rally later in the week, but the organisers still had the unenviable task of turning down a number of applicants on the grounds that they could accept only 100 entries.

Although it was lovely to see so many Austin Healeys, a Renault Alpine and some Renault 8 Gordinis competing, the battle at the front developed into Ford Lotus Cortina vs Mini Cooper. It was all blood-stirring stuff! In the final results it was the Mason/Lyne Lotus Cortina on 57min 58 sec who beat ex-works BMC rallycross driver Dave Preece and Rowand Prentice in a Mini Cooper S by just 18 seconds. As a point of interest, if Timo Makinen's times had been taken, instead of just running as car zero, then he would have finished in second place instead in his Mini Cooper S. Third place went to John Woolley/Nick Wright in a 2-litre Vitesse, a consolation for the sleepless night the crew had after fixing back on the original accident-scarred bonnet after failing scrutineering on the Saturday afternoon with an illegal glassfibre replacement.

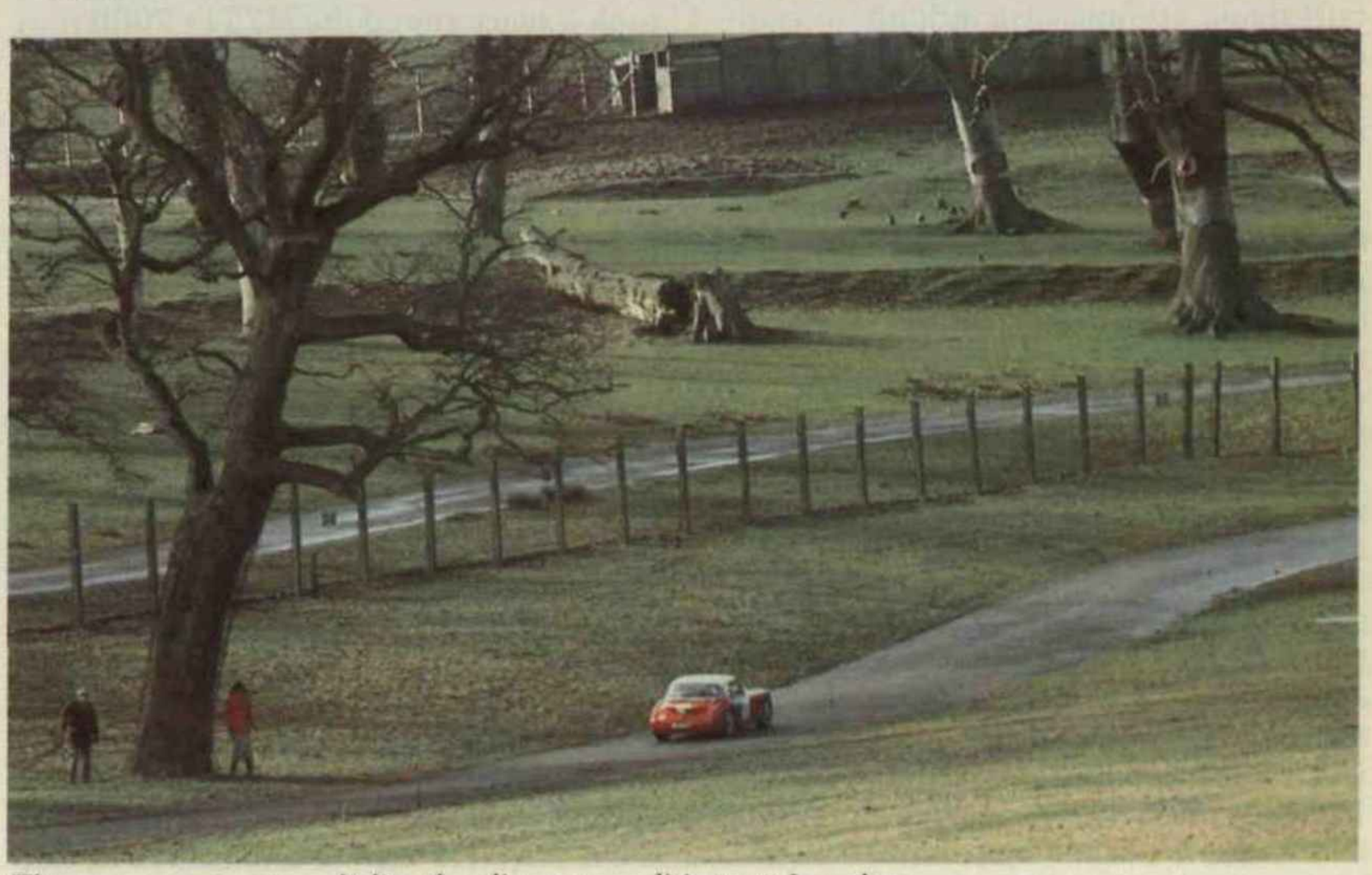
Highest placed Austin Healey 3000 was the Chilman/Griffiths example in eighth place while the team award went to the Zephyr team of the Browns, Drons and Harrisons.

There were a number of slightly bent cars at the end of the day, some stretches of the road so slippery it took great skill just to keep it on the tarmac, but for many, it was the sight of that Riley being thrown around and ending up in tenth place which made the day.

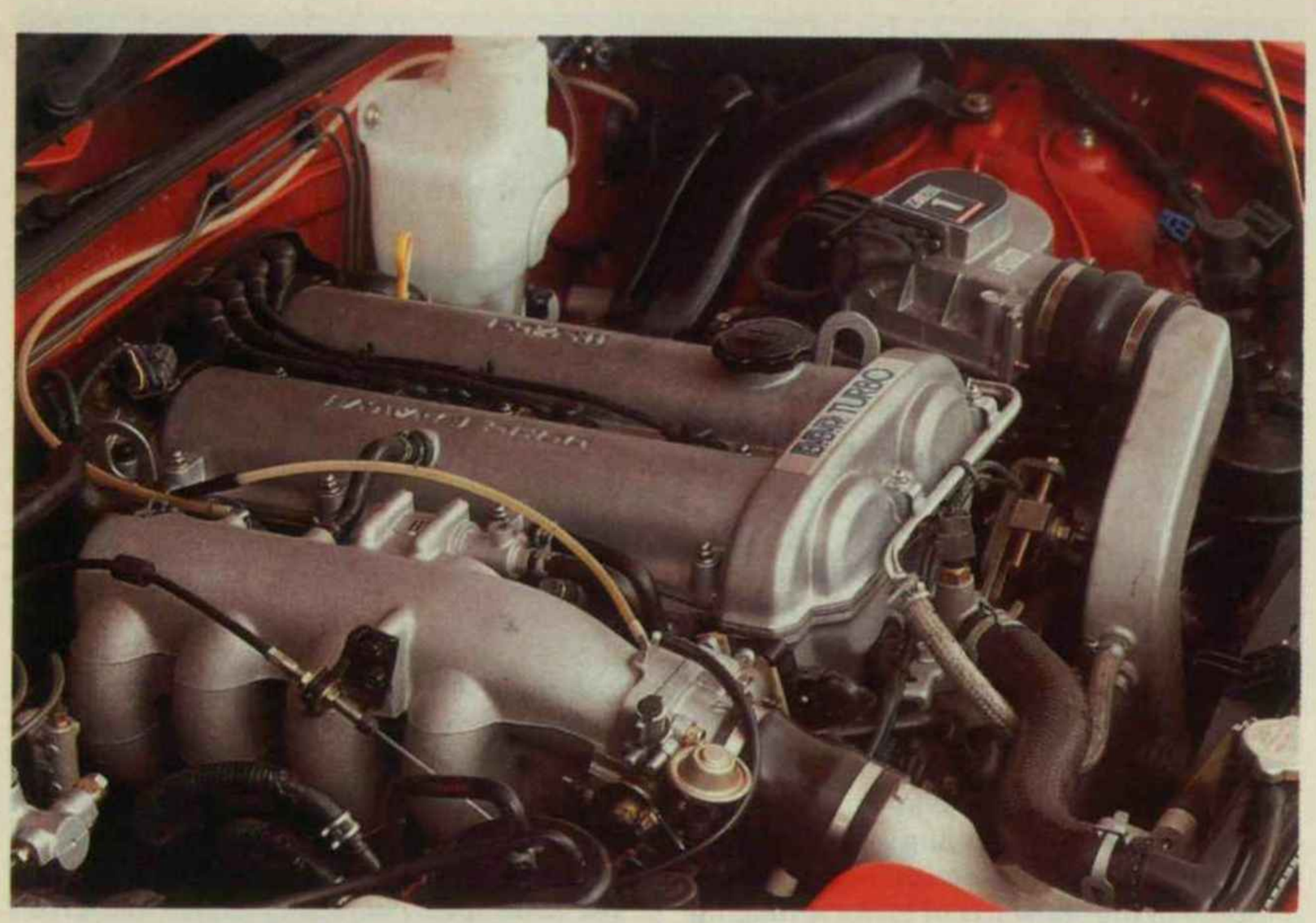
WPK



Timo Mäkinen drove the Course Car at Longleat.



The sunny appearance belies the slippery conditions at Longleat.



Around Brittain

For Brodie Brittain Racing the commission to produce a turbo conversion for the Mazda MX-5 was a significant step in the development of their business. It took them out of the sphere of what Dave Brodie modestly describes as run of the mill tuning shops. Some mill. The BBR reputation among racing and fast road cognoscenti was already impressive, and it wasn't because they were run of the mill that they won a commission that was also being sought by such names as Tom Walkinshaw Racing and Turbo Technics. It was because they produced genuinely well engineered and reliable turbo performance conversions for a host of cars, most famously the Cosworth. It was because when they talk about horsepower they mean horses not Shetland ponies. And I guess it was also because they have a refreshing, no-nonsense attitude to engineering, and a noticeable desire to produce the best possible, in spite of cost and man hours.

The brief from Mazda UK was not an easy one, not least because the inside of the engine had to be left well alone. That meant keeping the 9.4:1 compression ratio, unusually high for a turbo engine, and also retaining the pistons, camshaft etc. In fact the conversion had to come in a kit form that could be sent to any one of 70 Mazda dealers. It had to be easy to assemble, and to coin a horrible phrase, user friendly. Two specially trained staff at each of the Mazda dealers, and an instruction book that makes Airfix model instructions read like hieroglyphics in comparison, ensures against any incorrect assembly of the unit. The conversion comes with a three year warranty. The end result: an MX-5 with a sting in its tail. Power is pushed up from 114 to 151 bhp and more significantly torque rises from 100 to 154 lb ft.

Given that the engine internals are untouched, and it is recieving a 37 bhp kick in the pants, one would be tempted to worry about the reliability, despite the assurances of the warranty. But a significant help in the conversion process was, according to BBR, the very strong Mazda engine. I can endorse their view, having a Mazda 323 1.6 turbo with 75,000 on the clock, which is still apparently bullet proof. Brodie wanted to be sure however, and so much of the testing involved putting the engine through the worst possible conditions (ones similar to how a lot of people will probably drive it). The unit for prototype modification was 25,000 miles old in the first place. It was dyno tested for 300 hours, and then run for a 100-hour endurance test at various rpm and degrees of boost. Once installed Brodie took it twice round the M25 at 7000 rpm in third. Unbreakable, it seemed like the perfect unit to modify.

BBR made a quote to Mazda based on the fact that they would not be content with any compromise in the quality of the package. It could be done cheaper, but not better, and the quality of the castings, hoses and appliances testifies to the overall quality of the conversion. BBR claim to be the only tuning house in England who could have done the work (design, manufacture and development) in-house, and inside twenty weeks.

The heart of the conversion is a sophisticated engine management system. "The art of turbocharging is all about managing the engine on boost," say BBR, who designed and manufactured this system, which is fitted with a boost sensor, and takes over from the normal management system when the turbo pressure starts to build. Boost is kept at a modest 0.5 bar; although the turbo could handle more the high compression ratio limits the breathing ability of the engine. The potential performance is therefore effectively limited by the nature of the brief from Mazda UK, and to keep the Mazda warranty 150 bhp is the limit.

But what if you're a real adrenalin freak? BBR are working on what they describe as a phase 2 conversion, that pushes out 230+ bhp, although this comes without the Mazda sanction, and the work can only be done by BBR. Obviously the engine undergoes a considerable amount of redesigning, is given a lower compression ratio, is balanced and rebuilt, and is fitted with a bigger intercooler, new injectors and a different engine management system. 230 bhp powering a car which weighs 985 kg should make a fair number of Porsche and Ferrari owners regret the hole in their pockets, and add up to a fairly serious grinnability factor.

BBR see the Mazda commission as the start of more serious projects. They have a policy of business expansion, much of the profit being ploughed back in to the business, and they are in the process of enlarging the workshop premises. They already have one of the best dynometers in the country, capable of running to 14,000 rpm and 1400 bhp. There is a prototype machine shop, and essentially they are capable of carrying out extensive engine modifications, designing and building performance engines from scratch entirely in-house. But their work also extends to sophisticated electrical engineering. They have a department which can design and manufacture engine management systems, and they have a fuel injection test rig which they will be marketing to other tuning companies, that measures voltage, pulse and frequency against flow. Amongst other projects they were willing to tell me about they are developing an LCD instrument display for racing cars. Its most immediate advantage over a set of conventional instruments is that it is easy to fit, and considerably more affordable. The instrument monitors up to nine essential elements, from oil pressure and turbo boost through to tyre temperatures. The display only shows one element at a time, giving priority to water temperature except on the starting grid when it shows rpm. If at any point during the race one of the other elements, the oil pressure for example, becomes critical it will flash up on to the screen. During the race itself the engine rpm are indicated by a 'traffic light' system that progresses from green through to red the closer the engine speed is to the rev limiter. Once the unit is proven in their race cars it will be marketed with the aim of supplying affordable instruments to the club racer.

BBR have their eyes firmly fixed on the future, on establishing themselves as a company capable of every aspect of performance engine design and development, with many other innovative irons in the fire as well. Their level of professionalism and enthusiasm and the wealth of ideas flying around their Brackley base should put that vision just around the corner. CSR-W



The restyled Escort Cabriolet; more Brighton sea-front than Savile Row.

Soft tops in April? A bit previous perhaps, but knowing how the first sunny days of spring turn every sane and spirited person's thoughts to wind in the hair speed, we thought it best to allow you plenty of time to argue with the bank manager before summer begins in earnest. We have gathered together a broad cross section of what is available, from the retrospective Morgan to the Escort Cabriolet, an up to date practical four-seater whose roof happens to come off. Somewhere in the middle lies the Alfa Romeo Spider, a Nineties version of the famous car first launched in the Sixties, and the Mazda MX-5, a Sixties version of the famous car first launched in the Nineties. Read on.

Ford Escort Cabriolet: It's Practically Toothless

The purpose of the accompanying graph is to show that although it is tempting to dismiss a car like the Escort Cabriolet on first sight as a poor compromise, on a scale of practicality versus character (a fairly good way of measuring the virtue of any car) it is just as close to the optimum point as either the Morgan or the Alfa Romeo. Moreover the Escort has not missed its mark in any respect; it is exactly what it set out to be, something I'd be hard pushed to say about the Alfa. Buy an Escort Cabriolet with your eyes open and you won't be disappointed.

For those who don't set a high premium on traditional sports car styling, and while they are only producing the 1.6-litre version, on sporting ability, the Escort Cabriolet provides an extremely practical route to soft top motoring. Its combination of four seats, adequate luggage space, frugal fuel consumption (around 33 mpg), and the ease with which it can be driven, makes for a enticing option when the charm of a soft top and an adequately lively engine are added to the equation.

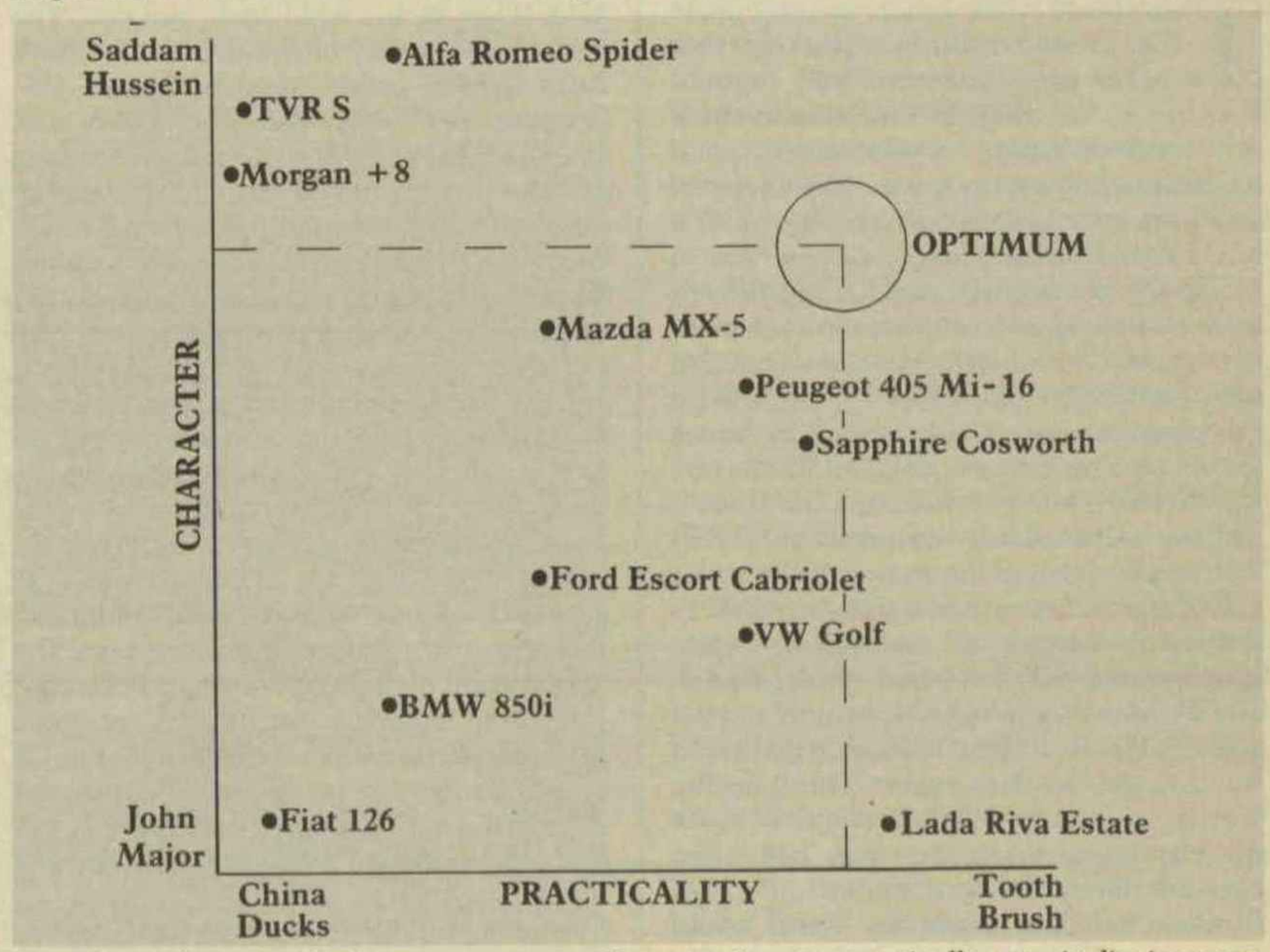
The Escort Cabriolet became Britain's top selling drophead when it was launched in 1983. The new model is improved in several areas, most notably in chassis stiffness. It has also been restyled, and although Ford's claims of instant Classic status can only have fooled the most terminal fashion victims, the car is certainly attractive when compared to others in its class.

Initially the Cabriolet is only available with the 1.6 CVH EFi engine which produces 108 bhp at 6000 rpm. Powering such a comparatively heavy body (2100 lb) this engine has to work itself quite hard to extract respectable performance. The maximum torque figure is produced at quite high revs, 108 lb ft at 4500 rpm, and this only worsens the situation. The Escort is helped not in acceleration but in mid-range ability by high gear ratios. Third can be held to 60 mph in comfort and so it is possible to use the gearbox without the engine becoming breathless. The 0-60 mph time of 10.4 secs is not exactly eyeball flattening, but the top speed of 115 mph is high enough. The reality of the cross-country ability with an engine willing to rev, and a gearbox that can be stirred about with enthusiasm will be quite respectable. That said however, MOTOR SPORT still looks forward anxiously to the possibility of a 150 bhp 16-valve 2-litre model.

Although the chassis has been stiffened, suspension remains the same. The ride is slightly too boulevard for a sporting car, and the need for stiffer suspension is highlighted when pressing hard; the handling is typically neutral, but there is too much body roll. The sports suspension with 37% stiffer springing at front, 27% at rear, uprated dampers and the fitting of low profile 185/70 tyres will make a significant and welcome difference. Power steering is standard on the new car, while optional extras include a catalytic convertor and anti-lock brakes.

In terms of practicality and comfort the Escort is hard to fault for a car in its price range. The roof is power-assisted and can be raised and lowered in seconds, the seats are very comfortable and the steering wheel is, joy of joys, telescopically adjustable. The excellent stereo provides the obligatory ability to expose passers by to your taste in music, and of course to turn heads in the Kings Road. If a boulevard cruiser that can accommodate several friends, and which has a soft top, sporting pretensions and practicality is your sort of car, then the Ford Escort Cabriolet can be thoroughly recommended. After all some people like Gazza.

CSR-W



The MOTOR SPORT guide to car assessment. Character improves vertically, practicality increases horizontally. The dotted lines mark an optimum point on each axis, after which there is a degeneration zone; the car's character becomes so oppressive it develops the charm of a deranged dictator, or so practical you forget you own it altogether.



Three very-different soft tops for summer, road tested on a very wintry day.

MX-5 BBR Turbo

The Mazda MX-5 was an enjoyable car to start with. In a package that other manufacturers had thought best lost to the mists of time was lively, if not neck-snapping performance, and handling sprightly in a way that stopped one from ever becoming complacent. The MX-5 tapped a long forgotten reservoir in the sports car market, and having proved such a success other manufacturers seem set to jump on the MX-5 bandwagon. But with companies like BMW slaving over a hot drawing board, this pretty Japanese sports car reminiscent of the MGB has one significant achilles heel: in standard tune it has the same power output as the MGB should have had in the sixties. In fact with a modest outlay one can put the MGB in the same league as the MX-5; retrospection can only be taken so far, especially if the car you're driving encourages scores of heavy footed hot hatch drivers to try you on at the lights. Through the corners a standard MX-5 could hold its own up to a point. But step too often beyond that point and you could cross All-Bran off your shopping list; it could step out of line quickly and catch out the unwary.

"Nice face, shame about the legs" would be unfair, but it is generally acknowledged that a bit more power and some handling tweaks would not go amiss if this back-to-the-sixties car is to hold its head high in the high tech nineties. The overall consensus of the press must have been quickly seized upon by Mazda UK, because not long after the MX-5 was launched they went in search of a tuning company who could supply a box of bolt-on bits that would give the car a dose of steroids. Brodie Brittain Racing's Garret T25 turbocharged conversion pushed the power up to 151 bhp at 6,200 rpm and boosted the torque by 50% to 154 lb ft.

BBR independently turned their attention to the suspension, and in conjunction with Koni developed some dampers specifically for the MX-5. They tried some four or five combinations before settling on the correct type. These are combined with BBR springs that have a progressive action like rising rate suspension in motorcycles. The first portion of the suspension travel is soft, but the resistance of the springs increases as the deflection increases, so that in quick cornering there is far less roll than on the standard car, but the ride comfort is not unduly sacrificed. There are also anti-roll bars in the BBR kit.

Mazda UK also recommend an upgrade of wheels and tyres, and can supply OZ wheels with Dunlop M2 VR-rated tyres. BBR have fitted a slightly smaller front tyre to their test car than the Mazda recommendation. This keeps down unsprung weight. The test car was also fitted with a limited slip differential, supplied by Mazda for either the BBR Turbo or the standard car.

The end result of this accumulated set of modifications is not only a machine that can significantly out-handle and out-pace the standard car, but can also put itself in the same performance league as a Lotus Elan or Porsche 944.

One happy by-product of the nature of the engine modification with its high compression ratio is that the turbo action is extremely progressive. Peak torque is at 2750 rpm and the bhp figure climbs steadily throughout the rev range. There is little turbo lag and the engine retains its tractability. The delightful little MX-5 gearbox makes stirring the cogs about an absolute delight, but the engine has a broad enough spread of power to keep that a pleasure rather than a necessity. The 0-60 time is significantly reduced from 8.7 seconds to 6.8 seconds, and the top speed has become a genuine 130 mph; a 130 mph that in this diminutive, firmly sprung sports car is quite fast enough.

I found it difficult to adapt to the steering of the BBR car. A combination of too much power assistance, wider wheels and no castor action gives the front end a bit of a mind of its own over a bumpy surface. The problem comes when you tense up

and hold on too tight. Relax a little and it will always stay on line, and is very precise on turn in. There is little roll and the slight tendency to oversteer is so progressive and gentle that it simply makes you glad to be back in a rear drive machine. This MX-5 is easy to control and very difficult to push out of shape. Its perfomance shows up best on narrow, well surfaced A roads, where it can be placed precisely and make use of its light weight and progressive power delivery. Overtaking is great fun especially because most people think you are in a standard MX-5.

On any type of journey the BBR MX-5 would get my vote. But on a serious blast it comes most noticeably into its own, with the whirr of the turbo as you change through the gears, the quick gearbox and closely spaced ratios, the wonderful exhaust note, firm ride, predictable, controllable handling and the overall feeling that you are master of the machine. There is no danger of becoming anaesthetised in this car; it puts you back in touch with driving. CSR-W.

Prices: New car from Mazda £14,899. Turbo conversion (fitted by dealer with three year warranty), £3500. Wheels and tyres from Mazda, £1000. Limited slip differential, £650. DIY suspension kit from BBR, £495. DIY Targa bar from BBR, £295



The BBR MX-5 is both refined and fast . . .

Alfa Spider

You have to ask yourself how do they do it. Despite their recent history, you know that they can come up with the goods. Witness the 164. So it is something of a shock when one comes across the Spider, the much loved model born into the hippy world of the mid Sixties, the car that more or less single-handedly sustained the Alfa Romeo name through the Seventies and Eighties.

We had hinted as such last year when we drove the revamped model in Scotland. Two problem areas immediately made themselves apparent: suspect quality control and a down-on-power engine, although we were not with the car long enough to explore either area in detail.

Whilst the new shape, the tidied up rear end and the cosmetic alterations to the nose, have undoubtedly made the new Spider something of a head-turner, quite a remarkable feat after a quarter of century of service, it does not compensate for the car's other failings.

Quite why the 2-litre twin-cam engine feels so lethargic is difficult to ascertain - surely the addition of a three-way catalytic convertor cannot have had such a catastrophic effect? Anything under 4000 rpm and the car just doesn't want to know. It's happy enough to cruise at lower revs, but ask it to behave in the manner of a sports car and keep up with, for example, a 1.4 Ford Escort, and it will only stir its stumps when kicked hard in the ribs with a spurred boot, and even then it goes from being languid to breathless in one short burst.

Since it has been predetermined that most Spiders are going to the USA, it could explain this shortcoming. After all, it will be more of a boulevard cruiser on the West Coast, a car to pose in, rather than end up in enthusiasts' hands. But surely even poseurs look at all the instruments? If all you are interested in is the speed and the fuel gauge, then, alright, the car delivers. But the others, including the rev-counter, are not so clear. And although there is a clock on the central console, it's too small to read. The seats? If seats are something you sit in and feel comfortable, then these are not seats. I like the trim though. While there's precious little space behind the two seats, the boot area is quite generous, more than either the Mazda or the Morgan, and more than most sports cars.

A hard top comes as standard; the trouble is that once on, it's the devil's own job to take it off. Unfortunately the spanners needed to do the job do not come with the car. But even before then the electric rear screen heating and the courtesy lights have to be disconnected, which itself caused broken nails and



. . . The Alfa Romeo Spider is neither.

excessive body heat. The top is actually very weatherproof and keeps the interior well insulated from the exterior conditions; the trouble is that unless it is battened down tightly, it emits all kinds of



odd squeaks and rattles. The hood itself is easy to raise and lower, it is just a little stiff to push the clips home onto the top of the windscreen.

She may be a poor performer and she may have a challenging outlook on ergonomics, but maybe she's economical to run? Unfortunately we cannot answer that. Having carefully filled to the brim on two separate occasions prior to a mixture of cross country running, urban driving and some motorway cruising, the speedometer decided that it was working overtime and simply ceased to operate. After a little nap of some 30 kilometres (the speedometer was calibrated in miles per hour, the measurement was confusingly in kilometres!) it would rejoin us for the rest of our journey.

Bottom line. It costs £16,350 including Car Tax and VAT and is only available in left hand drive. Would you buy one? Power assisted steering, alloy wheels, the detachable hard top and electric windows may all be standard, and it may have a claimed top speed of 119 mph, but the answer has to be no, much as it hurts me, an avid Alfa Romeo enthusiast, to say this. Perhaps the time has come for Alfa Romeo to lay this old warhorse to rest and concentrate on what they are now so unerringly good at; making distinctive and sporting executive cars. WPK

Morgan + 8

There is no doubt about it, the Morgan has to be viewed from a different perspective than every other car. On paper at least, it is comparable to to other cars in that it is a convertible, performs well and falls within a certain price bracket. In the flesh, though, it is a completely different story.

That the car displays certain shortcomings will be of no interest to existing Morgan owners, for more than likely their possession of one is the culmination of a dream of many years' standing, their pride and joy, while those who have yet to get one are waiting for the day when that famous silhouette stands in their driveway, and will not be deflected by criticism. For it is one of the few cars that not only has a character, but also has a soul, a creature in its own right, but one which becomes an extension of that of its owner.

Its feisty character is that of a sportsman



who reached a peak a few years ago, but who is fitter than most around him, including youngsters, and is proud about it too. Often challenged by a cocky hot hatch, the Morgan is confident enough to let it pass knowing that one press of the throttle pedal will be enough to blow any whippersnapper into the weeds. The trouble is that like Ben Johnson, he needs steroids to do it.

In the case of the Morgan, the extra push comes from Rover's 3946cc V8 engine which develops 190 bhp at 5750 rpm. When this is translated into propelling the relatively light (940 kg) Morgan along, the less than slippery shaped machine can reach a top speed of 130 mph and accelerate from standstill to 60 mph in just



The Morgan +8 has more grunt than handling ability, but has many of the charms of vintage motoring with few of the headaches.



The timeless Morgan shape will be assured of a market as long as they keep making them.

over five seconds - but how those 205/60/15 Pirelli P400s take a pounding.

Impressive though this top speed is, it is the torque of the engine which makes this Morgan a more pleasant car to drive, for anything over 100 mph takes some grit and determination especially when the road is rutted. Developing 220 lb ft at 4000 rpm, this engine's star quality really come to the fore, especially as it is not constrained by having to carry heavy coachwork. As a result it will not blink an eyelid when asked to do most of the work around town in third gear. Normal driving, though, will see most people change gear at around 3000 rpm only going to the 5750 rpm advised maximum when occasion demands. But such is the noise, such is the general din all around at 5000 rpm, that it takes a cruel person to subject his Morgan to that treatment.

Although the Plus 8 has been available for 22 years, Morgan have not been content to let it rest on its laurels, for it has been improved here and there where necessary. The original Rover 3528cc V8 engine has been replaced with a more up to date 3946cc unit with the same stroke of 71.12mm but a bore increased from 88.9mm to 94.00mm. Not only are the power and torque thereby increased, but they are also available far lower down the rev range, particularly the torque as already mentioned. Other changes include decreasing the compression ratio from 9.75 to 1 to 9.35 to 1 and replacing the Lucas LE electronic injection system with the Lucas 'Hotwire' electronic injection system. The new engine also has the benefit of being equipped with twin catalysts, which are fed by twin stainless steel down pipes, and an evaporative control system which complies with the Californian emission legislation, the most stringent in the world. Interestingly the petrol tank now can take 12 gallons as opposed to the original's 13½ gallons.

The gear ratios in the Rover five-speed box remain the same at 3.32:1 for first, 2.08:1 for second, 1.39:1 for third, 1:1 for fourth and 0.79:1 for fifth, the short movements of the stubby gear lever located on the transmission tunnel proving ideal for quick gearchanges.

One area where the Plus 8 was criticised was in its handling. It had, and still has, a hard ride, but under the previous suspension set-up, it was a real handful to control, especially when the road surface was wet and slippery. There was simply too much power for the chassis and suspension to cope it. In an effort to cure this, the lever type hydraulic dampers at the rear have been replaced by telescopic hydraulic shock absorbers like those fitted to the front. Although one still has to be respectful of the conditions of the road surface, the car is now much more forgiving. It only takes a heavy foot in the wrong place, however, to get the tail sliding out of line.

Cassette/radios do not come as standard which is perhaps just as well, for the wind noise is quite high, the odd cold draught seeping into the cabin from a variety of places when the hood is up and the side curtains fitted into place. Not being a true blue-blooded Morgan owner, I also had the temerity to put the heater on. No worry about adjusting levers so that the face got a cold blast of fresh air while my feet warmed up, for the sole heater control was the push-pull lever which opened and closed the heater valve. It was either on or off, its direction onto the windscreen or into the cabin determined by another lever strategically placed and well hidden under the fascia. A two-position booster fan helped circulate the warm air in times of stress.

Despite the noise, despite the lack of most modern amenities inside the car, despite the near-inevitability of getting an oil stain on your trouser leg from the door lock as you enter and exit the car, once seated in behind the leather-clad Astrali steering wheel, you can forgive every idiosyncracy. The long, slightly rippled, bonnet stretching out in front of you, the unique sight on a modern car of chromed sidelights sitting atop the wings, the shallow windscreen kept clean by three wipers swaying about as if going through a Supremes number, and the hopelessly inadequate winscreen washer system which squirts a jet of water somewhere unknown, all make for an unforgettable experience, enhanced by the thundering roar of that V8 engine nestled under the bonnet in front of you. This is what Morgan motoring is all about. It is not everybody's cup of tea, and it takes a special person to want to own one, but thank goodness there are enough of them about to keep the staff of the Morgan Motor Co Ltd of Malvern busy, and at the same time, keep a living part of our motoring heritage intact. WPK

Plus 8 Petrol Injection, 3.9 litre:
£22,362.70 (incl Car Tax and VAT)

SPECIFICATIONS

	MORGAN PLUS 8	ALFA ROMEO SPIDER	MAZDA MX-5 BBR TURBO
Cubic capacity	3946cc	1962cc	1598cc
No. of cylinders	8	4	4
Bore × Stroke	94 × 71·12mm	84 × 88·5mm	78 × 83·6mm
Compression ratio	9·35:1	10:1	9·4:1
Maximum torque	220lbft at 4000rpm	116lbft at 4200rpm	154lbft at 2750rpm
Maximum bhp	190bhp at 5750rpm	120bhp at 5800rpm	151bhp at 6200rpm
Weight	940kg	1158·2kg	985kg
Fuel consumption	25mpg	30mpg	26mpg
0-60mph	5·5 secs	9·2 secs	6·8 secs
Top speed	130mph	119mph	130mph

The Complete Jowett History
by Peter Clark & Edmund Nankivell. 224pp. 11in x 8in. GT Foulis & Co Ltd, Sparkford, Yeovil, Somerset, BA22 7JJ. £29.99.

If you wait patiently, the few remaining places in important one-make histories will be filled. Here, for instance, is a very good book about the Yorkshire Jowett. These very British cars, from the original flat-twins, that '7hp engine with the big pull' to the post-war Javelins and sporting Jupiters still have many followers, who will be delighted to have the complete history of them by a very enthusiastic band of writers. Apart from a long piece on Jowett in Lord Montagu's long-defunct magazine, the subject has seldom been tackled in its entirety.

This welcome Jowett book is the work of members of the Jowett CC, and although it is attributed to Clark and Nankivell, they have the benefit of close co-operation from Michael Eoch-Osborne, William Jowett's grandson, Mike Smailes who is notably knowledgeable about the sporting activities of the make and drives his Jupiter in Historic Car events, Ian Priestley, the Club Secretary and pre-war Registrar, Dennis Goode the Bradford expert, and competition driver Geoff McAuley who owns four post-war Jowetts and uses his Javelin daily. With such a team it would be astonishing if the book were other than excellent.

This it is, and comprehensive to a degree. It also has a wide ranging selection of fascinating pictures to back up the story. Apart from the expected coverage of the twins and flat-fours, Bradford and Javelin and Jupiter, every other conceivable Jowett vehicle seems to have been included, and as the writing team is distinctly competition-minded, that side of the history has certainly not been neglected. So a worthwhile full coverage, with a fine colour-plates section, the pictures here mainly by Mr McAuley.

I have always had a soft spot for Jowetts and this book is a splendid tribute to these individualistic cars. Looking for possible omissions, I had to admit defeat! It is all there, their publicity stunt of driving Jowetts through a sewer, the sports models and the JJ Hall 12-hour record Jowett, the post-war models taking part in every kind of competition, the Jowett personalities, the brothers William and Ben, Horace Grimley, Ron Lane, the Joplings, Charles Grandfield, Gerald Palmer etc, some of whom I knew when MOTOR SPORT was also running Jowetts, all adding to the enjoyment. Among the illustrations there are factory and engineering shots, that all-purpose four-seater, the early Chummy and glasshouse saloons which people actually bought, War Office trials, the prototypes, commercials and specials, even a front photographic cover from the late-lamented *Light Car & Cyclecar*, a Jowett ascending a 1:1.84 plank gradient and a Jowett milkvan, to match the one in that great A7 tome. I hope I have convinced you that this book has it all. And did you know that Jowett built caterpillar-tracked tractors and made engines for the Hillson Praga light aeroplane?

A true treat for all Jowetters, this one. I like it. WB

Ferrari GTO — The Classic Experience
by Alan Lis. 144 pp. 10¼in x 7¼in. GT Foulis & Co Ltd, Sparkford, Yeovil, Somerset, BA22 7JJ. £15.99.

There have been so many books about Ferrari cars that one more might pass unnoticed. So we hasten to explain that the idea behind this well-contrived offering is, according to the publishers, to explore from an exciting new angle a car which in Le Mans-winning form could be used even for shopping trips if its owner was prepared to wait for its potent V12 engine to warm up first, looking at the GTO from the recollections of designers, engineers, drivers, mechanics and others.

Even this has been attempted before but Lis, who writes for the *Daily Telegraph* and other papers, has done it very neatly in a Haynes' book in their new "Classic Experience" series. The many aspects of the Ferrari GTO are well covered, especially its racing record, and there are quotes about it from Phil Hill, Olivier Gendebien, Innes Ireland, John Minney, Count Misurata, Bob Grossman, Roy Salvadori, David Piper, Jacques Swaters, Donald McLeod and Charles Hayes. These and other drivers such as Jack Sears, John Surtees, Sutcliffe, Salmon and others describe actual driving sensations and there are other quotes from those who really knew the GTO.

The pictures are good, including colour, so here is a compact reference to the GTO and another Ferrari title for book collectors. WB

Rallyworld
Edited by Peter Foubister, 160pp. 9in x12¼in. Tudor Journals Ltd, 97-99 Botanic Avenue, Belfast, BT7 1JN. £12.95

As *Autocourse* is to the Grand Prix scene so *Rallyworld* is fast becoming to the rallying fraternity. Now in its sixth year of publication this highly glossy and colourful soft-back book is a marvellous memento of the past season's rallying. Apart from the chapters on the individual World Rally Championship rounds, there are interesting features on Armin Schwarz, Luis Moya, Mike Doughty, Juha Kankkunen and Stuart Turner.

The graphics are good and the reports excellent; it is just a pity that there are quite so many adverts, but I suppose it has helped keep the cost of this admirable publication down to £12.95.

Iam Bamsey, the prolific author of a huge number of motor racing books, is now trying his hand at publishing a quarterly journal, a 30-page, 8½in x 12in softback publication which can only be bought from selected retailers.

Entitled *Racecar Engineering*, the publication is a kind of depositary for those stories of Bamsey's for which there is neither a book about to be published nor sufficiently topical enough to interest many magazine editors. I am sure that this quarterly publication will take some time to catch on, but once recognised for what it is, it will become a much sought after journal. WPK

A new title in the GT Foulis "Autofolio Collection" covers the *Bentley 4½ -Supercharged*, in other words, the famous blower 4½-Bentley. It is by Michael Hay, so the research is guaranteed. Ever an intriguing subject, this is an attractive pocket-history of these cars.

It is all there — racing exploits, specifications, interesting notes on individual cars, the oft-told development and demise story, a breakdown of the Birkin cars, etc. I like the description of how the Villiers supercharger could be removed by the factory, at a cost pre-war of £11.15/- but they kept the parts removed. There are lots of pictures, the colour ones by David Sparrow, which were taken in modern times, which explains the intrusion of leggy girls, actually pushing a blower-4½ in one shot!

"Homer" Hay, however, has nodded here and there: the successful 1914 GP Mercedes, for example, was hardly "using Henri principles", because they had *single* ohc camshafts, Gallop worked for Zborowski, not at Highbury, N London, but at Higham in Kent, "Scrap" Thistlethwayte's initials were TH not TADC, and 0.33 mph should be added to his speed at which Cobb is said to have broken the Broklands' lap record. And can 6.00 x 21 tyres be bought for about £100? WB

The 1991 Michelin Guide to Great Britain and Ireland has just been published (for the 18th time) and provides an up to date guide to all the better eating holes and hotels in the country. A useful companion to have in the cubbyhole of your car, even if some of the establishments recommended are far beyond the pockets of mere mortals. Good value though at £8.95

FIA Formula 1 World Championship.
78/71 . . . . A Clear Decision.
FOCA/Duke Marketing. 120 mins. £24.95

You may think that having recorded the season's races on your video you have no need to buy this production, but you would be wrong.

78/71 . . . A Clear Decision — the title reflects the points earned by Senna and Prost at the end of the season — contains a large amount of footage which has hitherto remained unscreened, the most memorable of which is Roberto Moreno's emotion at the end of the Japanese Grand Prix, although the view of the Senna/Prost accident as seen from the camera on Mansell's car is almost as noteworthy.

£24.95 may seem a lot of money, but this is an excellent production. WPK

Opinions expressed are those of correspondents and not necessarily those of MOTOR SPORT

First Ferrari win at Le Mans

Sir
The first Ferrari to win the 24 hour of Le Mans in 1949 was a type 166 MM, chassis 0008, driven by the pair Chinetti-Selsdon. It was the first V12 engine to win this race. The distance covered was 3178.3 km, at an average speed of 132.4 kph.

In 1954, the Ferrari 375 Plus covered 4061.2 km at a speed of 169.2 kph. In 1949, the 166MM was privately entered by Lord Selsdon. Don't you consider it as a win of 'a works Ferrari'?

Pierre Godet,
Neuchatel, Switzerland.

The Things They Say — about Brooklands

Sir
On page 150 of the February issue there is a comment which may lead readers to suspect that the Brooklands Society Ltd is about to be wound-up. Our committee has no intention of taking such action, which would require extremely sound reasoning and the support of three quarters of members voting for such action in accordance with the Companies Acts.

The Society's very successful work since 1967 to secure preservation orders on Brooklands Motor Course and other historic structures is by no means finished. The Society's considerable membership and assets continue to grow and, by our constitution, will be made available to support the Brooklands Trust Ltd. The manner in which this will be arranged awaits the day when the Trust becomes financially viable which, despite the injection of £600,000 by Elmbridge Borough Council, has not yet occurred.

Details of this organisation may be obtained from The Brooklands Society Ltd, 38 Windmill Way, Reigate, Surrey RH2 0JA, (Tel: 0737 241858)

The Brooklands Society Ltd,
Weybridge, Surrey.

Lost Treasure

Sir,
I am a professional archaeologist, but not a motoring historian. I wonder if MOTOR SPORT or any readers can throw any light on a discovery I recently made whilst working with my metal detector near the old entrance road to Brooklands circuit? Some fifteen yards from the banking I received a reasonably strong reading and several inches below the surface I unearthed a small piece of metal, badly rusted, with jagged edges as though it had been shattered. There was an inscription on the metal which I could just read after cleaning the surface: it reads LB 233?. Although there might be a fourth number, the metal is very corroded and I cannot tell. My brother-in-law, a lab technician at Balham College of Higher Education, has dated the metal to "some time from the early 1930s".He is interested in cars and believes that I would be foolish not to undertake further investigation.

My detector has picked up strong signals across an area approximately 12 foot by 4 foot and I am seeking permission from the owners of the land to excavate the site. My feeling is, although I am only guessing, that a car may have crashed over the banking and what I have stumbled across are the forgotten remains.

I am hoping that you might be able to tell from the number what car it was. Obviously anything that had lain underground for so long would be in a sorry state, so can you tell me if that is the chassis number and if I rebuilt the car around it, would I be able to call it genuine?

Ernest Trotter,
Much Hadham, Hants.

Rally School Confusion

Sir
May I use your publication to clear up some public misconception which appears to be happening due to the adjacent addresses of the John Watson Performance Driving Centre based at Silverstone.

The Silverstone Rally School operates outside the confines of the Silverstone Circuit and has no connection whatsoever with the Silverstone Racing Circuit or the John Watson Performance Driving Centre or the John Watson Rally Centre as all of these companies operate within the boundaries of the Circuit.

Any persons attending a course at the John Watson Performance Driving Centre, including rally instruction, must pass through the main gates of the Circuit. Any signs to the 'Silverstone Rally School' situated at a farm entrance close by the main gates of the Circuit are nothing at all to do with our Circuit or Schools.

Finally, the John Watson Performance Driving Centre is, of course, only responsible for the operation of courses run within the Circuit complex and booked through its own offices on Tel: 0327 857177 Fax: 0327 858268.

Mick Linford,
Operations Manager,
John Watson Performance Driving Centre.

Sir
I think it is high time to bring to a close the saga of Starkey v Silverstone Rally School with a clarification and an offer:

1. Until our move in May 1990 to the new permanent site opposite Silverstone Circuit our booking leaflets stated "all courses are held at Bruntingthorpe Proving Ground".

2. If for any reason a confirmation, with the promised location map, did not reach Mr Starkey we might have expected him to telephone to check his reservation and inquire for directions.

Although we cannot accept liability for Mr Starkey's arrival at the wrong site last year we do accept that Mrs Starkey's generous birthday gift went awry through no fault of her own.

I would thus via your columns like to invite Mr Starkey to a full day course here, including lunch with our compliments, an invitation which, despite the bitterness which is obviously felt, I sincerely hope he takes up.

D Hardcastle,
Silverstone Rally School
Northants.

HFS Morgan Memories

Sir
The article about the Exeter Trial and the reference to HSF Morgan jogged my memory. My father was riding mechanic for the Morgan team both before the First World War and in the Twenties. The "Governor", as HFS was called, would somehow ascertain the precise route before the rally and he and my father would go and reconnoitre the weekend before the Rally. HFS was bent on getting FTD on all the hills and the task was to locate a stream or pond as near as possible before the start of the hill.

On the day of the rally, the drill was to go as fast as possible for the last two miles before the hill, hoping that there were no secret checks, stopping immediately prior to the hill. One of them would drain the radiator while the other bolted off to fill the can with ice cold water. They could then charge up the hill with a radiator full of cold water, on full throttle with impunity, unlike the competition with their hot engines!

Often my father paired with George Goodall who would be dropped off home after an event, George would then sprint with the car to his own home, totally forgetting the loss of balance affected by his passenger on left-hand bends. Time and time again my father would go off with George the following morning to extricate the upturned Morgan three-wheeler from ditch or field. . . . good old Douglas was always to hand.

Gerald D Firkins,
Harrow, Middx.

Bad Drivers Kill

Sir
Speed does not kill. Bad drivers do.

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The problem is not "capable" drivers but "incapable" drivers.

DR Heath,
Avon.

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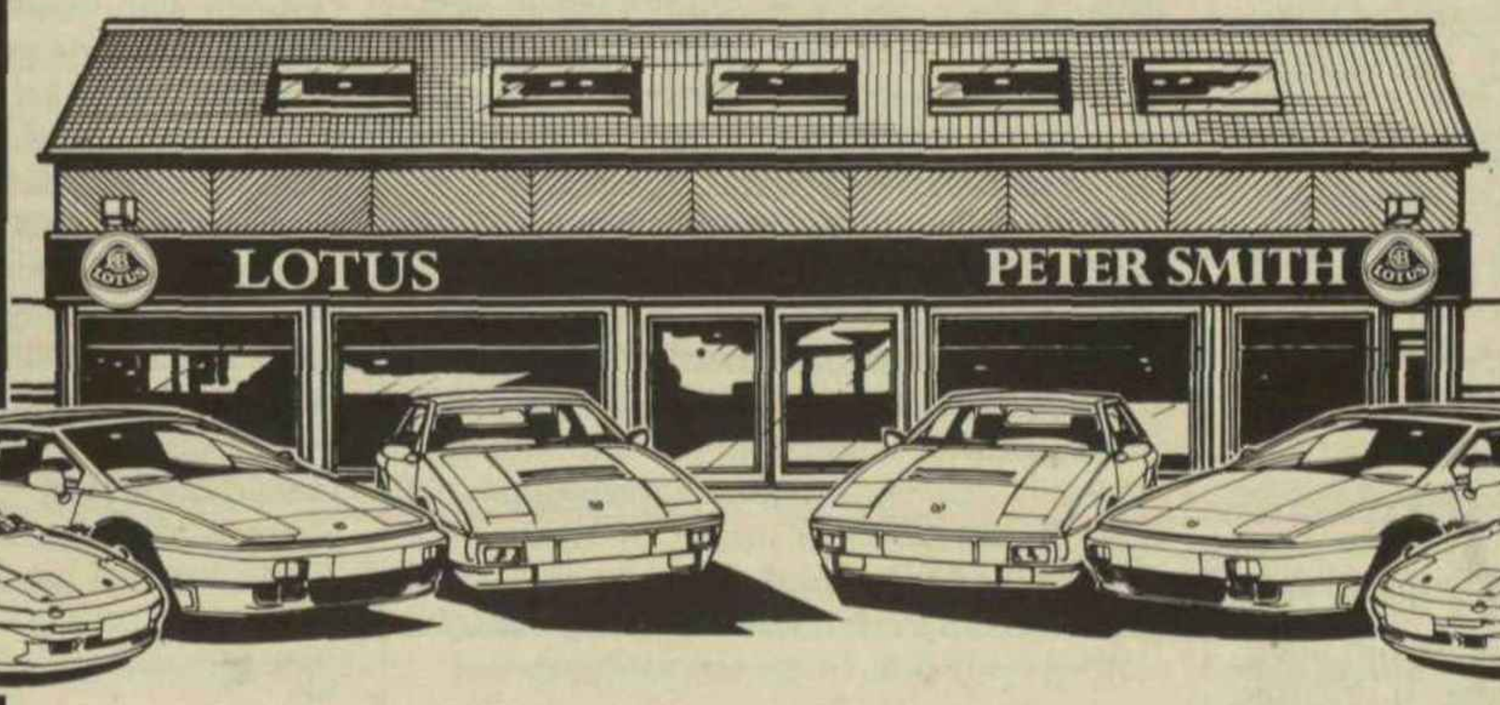
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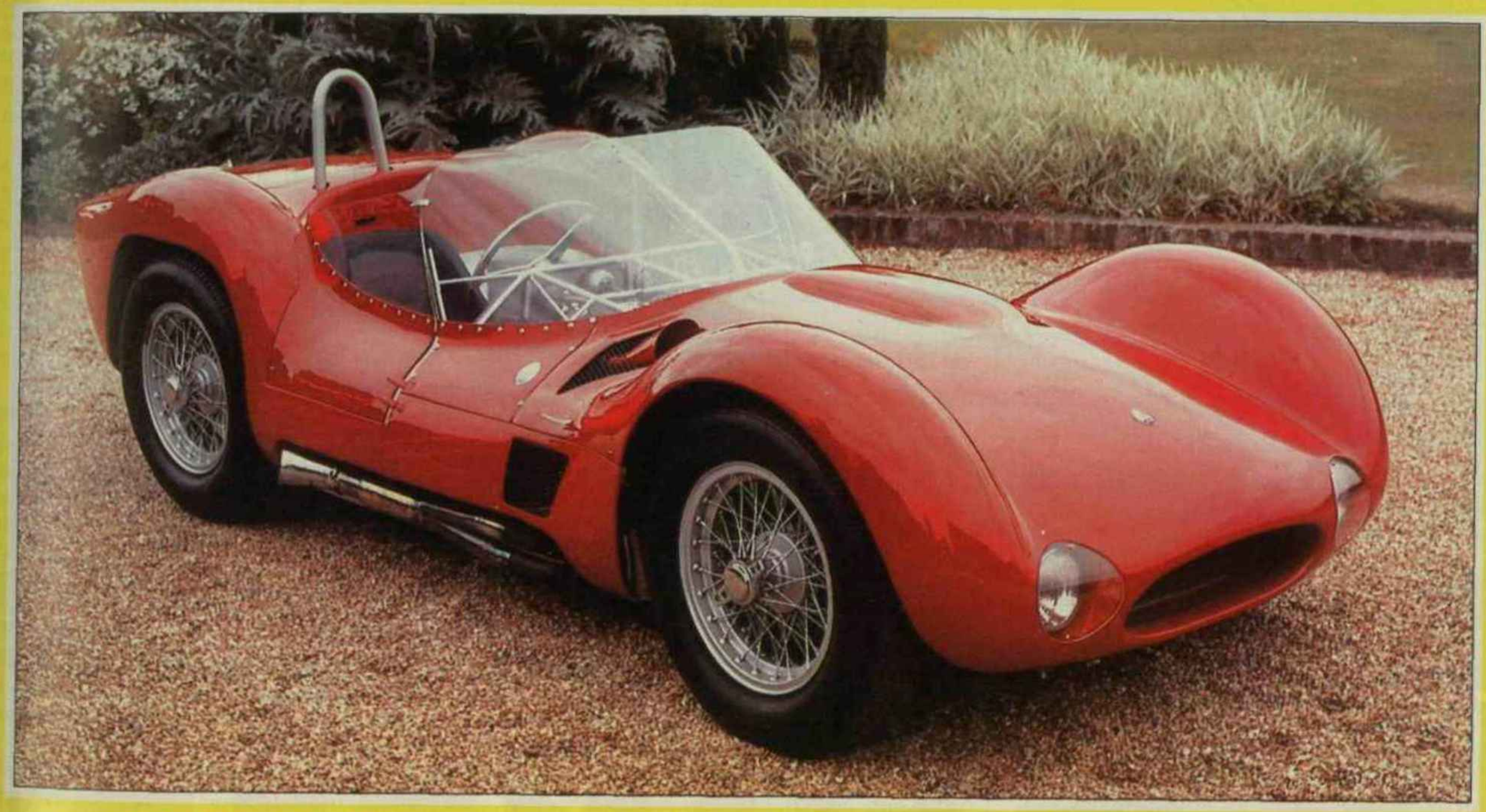


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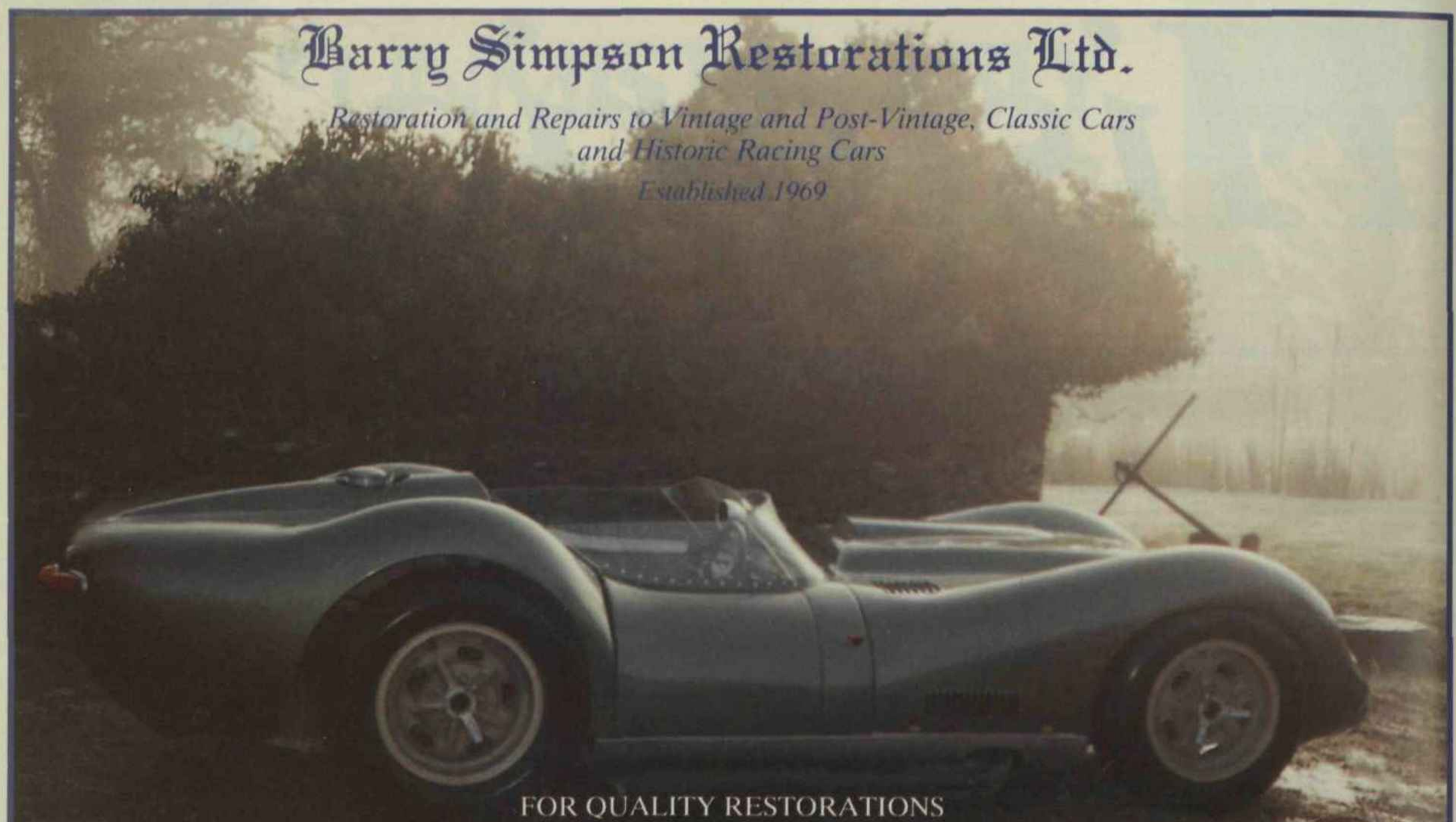
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All Revved Up

The Historic Car Club was established in 1966, with the intention of "organising races for owners of internationally famous types of car, manufactured and raced between 1945 and 1955". Today, the scope of the Club has increased somewhat, to the point where it offers probably the widest range of championships for historic cars in the UK, with series for cars ranging from standard and lightly modified sports cars of the 50's and 60's, right up to fabulous F1 and F5000 machinery.

The HSCC Novice Championship offers a low budget entry to the friendly world of historic racing; only drivers with no previous circuit or kart experience are eligible. Cars may feature only safety modifications, and must be driven to and from the circuit, this last ruling intending to encourage owners to actually use their classic machinery.

After a year as a novice, many competitors move on to the Standard Road Sports Championship, as has 1990 Champion Guy Evans. Technical regulations are almost identical to the novice series, although there is provision within the rules which allows cars to be trailered. Typical machinery seen in the Novice and Standard Road Sports Championships include TVR Griffiths, Jaguar E-Types, Marcos GT's, the more sporting models from Lancia and Alfa plus of course the ubiquitous and ultra successful Lotus Elan.

For those who yearn for something a little quicker the Barley Construction Improved Road Sports Championship admits pre-1971 sports cars with limited engine and suspension tuning. Cars must remain road legal and registered, and this restriction does much to ensure that specifications do not become too "wild"!

This championship has always been well supported and very closely fought. The wide range of marques competing is amply illustrated by the mighty 4.7 litre Cobra of London solicitor Aidan Mills-Thomas which triumphed in 1990, hotly pursued by the 1989 championship winning 1300cc Fairthorpe Electron, driven by Matthew Truelove! More "heavy metal" in the shape of Hal Danby's luridly-painted Corvette proved surprisingly competitive last year, and his success has encouraged the appearance of several other American "muscle cars" for 1991, so the Cobra may face sterner opposition.

As with the other "roadgoing" championships, Elans abound in this series, with the quickest versions not far off the pace of the bigger engined cars, and certainly well able to challenge the Datsun 240Z's in Class B. However, the furious dicing amongst the Elans usually ensures that the overall championship goes to a car from one of the less well supported classes.

For those who wish to emulate the fabulous sports and GT battles of the 50's and 60's, the HSCC Classic Championship is the place to be. The rules in this championship are more liberal and allow competitors to modify their cars to full period racing specification. Such modern accoutrements as slick tyres and aerodynamic aids are, of course, banned and this ensures close racing between cars which retain period appearance. Certainly in the bigger engined classes, the cars usually have a surfeit of power over grip, always a recipe for exciting racing! Any one who thinks that these Historic racers are just rich enthusiasts out for a Sunday drive is sadly mistaken, as a visit to any of last year's Classic rounds would have shown. Last year, yes you've guessed, the Elans were the cars to beat, and the intensity of some of the dices between eventual Champion Simon Hadfield and Lotus expert Tony Thompson had to be seen to be believed.

1990 European Historic Champion, Ronnie Farmer (himself a former HSCC Novice Champion) frightened the Elans once or twice last year, but his programme was somewhat truncated as he concentrated on the European series, and the early season reliability of his brutal TVR Griffith was a little suspect. With the car now well sorted (with some assistance from 60's TVR works driver Gerry Marshall), Farmer is bound to ruffle a few feathers this year. Always popular with the crowds and spectacular to watch are the "big" Healeys, and the sideways antics of Healey specialists Denis Welch and Dave Hardy must be seen to be believed. Although some say that the Championship suffers from having too many classes, the Class system does offer a huge variety of cars the opportunity to compete alongside other cars of similar performance, if not specification, and this encourages owners of less spritely, but nonetheless interesting, cars to take part, as evidenced by the appearance last year of a 1955 Aston DB2/4.

Impressive, too, is the standard of preparation of the cars, and escapes from the world of "modern" racing may be surprised to find that the drivers of these old warriors are only too happy to spend ten minutes just swapping nostalgic stories with fellow enthusiasts.

Nostalgia is what draws many back to historic racing with memories of epic dices lingering in enthusiasts minds. In the 60's and early 70's, of course, many Grand Prix stars thought nothing of competing in two or three races in the course of a day and late-lamented drivers such as Hill, Clark and Rindt would regularly compete in F2 races in addition to their F1 programme and who would forget the matchless Ronnie Peterson, seemingly in a permanent four-wheel drift in the early F2 March?

The HSCC Historic Formula Racing Car Championship offers the opportunity to see many of these famous single-seaters in action once again. The series caters for Formula 1, Formula 2 and Formula 5000 machinery manufactured and raced before 1971 and a new addition this year is a class for pre '65 rear-engined Grand Prix cars. The thundering F5000 cars are usually at the front of the field, driven with great gusto by luminaries such as the versatile John Harper (in the bulky but effective Lola T300) and double championship winner, Rick Hall, whose pristine Surtees TS8 is a mobile advertisement for his preparation expertise.

Dices in the F2 class are no less frenetic, with Northern Ireland visitor Arnie Black well able to match the speed of the more numerous March chassis with his unusual Crossle, although last year Mike Littlewood was the class of the field with his ex-Scheckter Merlin.

Close racing is also a feature of the



1990 Historic F1 Champion, Alan Baillie in his beautiful ex-Watson Penske PC3.

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Richard Wright TR6. *Peter Campbell TR2.*

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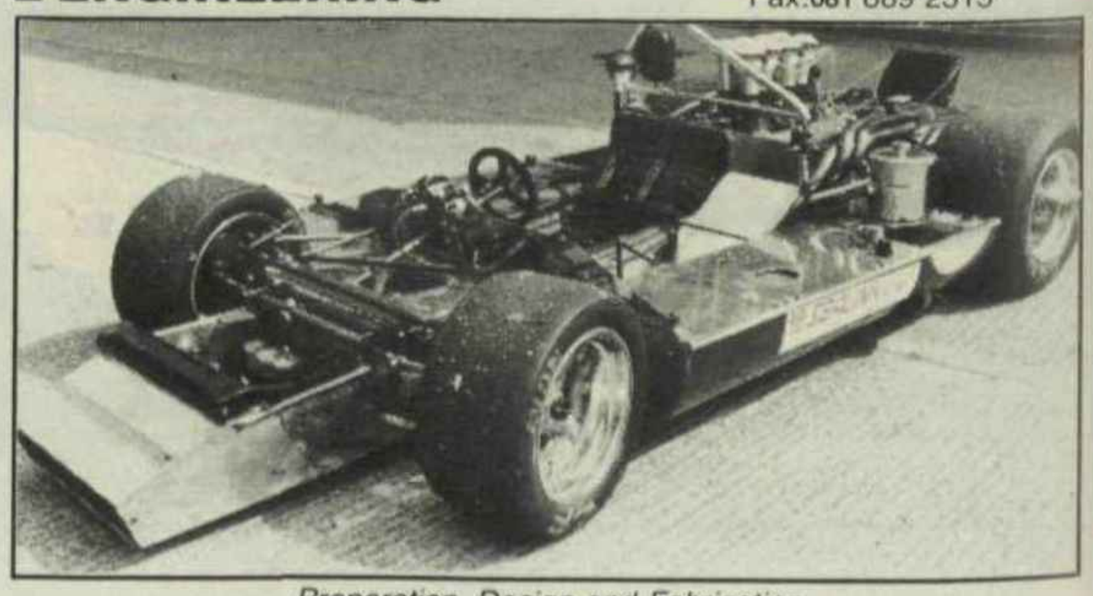
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John Hunt's Lola T70 leads a gaggle of historic GTs at Brands Hatch (Photo: Fred Scatley).

2-litre Championship and this is dominated by the gorgeous Chevron B8's created by the late Derek Bennett. Front runner in 1990 was Dorking antique dealer Mike Schryver, although Donovan Collier and Phil Buck were usually in close attendance. Again close racing throughout the field is a feature of this championship, with the 1300cc F100 cars of Class C and pre '65 sports cars of Class D being very well matched.

Lovers of older machinery are catered for by the pre '60 Historic Car Championship, which is jointed promoted with AMOC. Sports racing and single-seater cars are eligible, although as one would expect, the rear-engined Coopers, so superior in their time, usually head the field. If the thought of methanol fumes and skinny tyred "real" racing cars, that actually allow you to see the driver at work makes you go weak at the knees, then this is the championship for you!

For many, however, the 3-litre Formula marked the heyday of Grand Prix racing, and the HSCC have for a number of years given owners of these cars the opportunity to exercise them. Grids in the past have sometimes suffered from lack of numbers, but 1990 saw a resurgence of interest with average grids of 15 cars appearing. The highlight of last year was the 20 car turn out at Donington with McLaren, Penske, Wolf, Williams, Fittipaldi and Ensign chassis represented amongst others. There were several good scraps during the year, with ex-GP driver Mike Wilds and racing school owner Richard Peacock enjoying nose to tail runs at Silverstone and Thruxton, and ex-Lotus driver John Fenning (Wolf WR2) being given a very hard time at Donington by Tony Gordon in his Williams FW08. Gordon was in contention for the Championship right up to the last round, only to be beaten by the consistent Alan Baillie in his ex-Watson Penske PC3.



Rick Hall, twice winner of the HSCC pre "71" Championship in the thundering McLaren M10B (Photo: Fred Scatley).



1990 Barley Construction improved Road Sports Champion, Aidan Mills-Thomas, races this fabulous AC Cobra (Photo: John Gaisford).

For '91, things look very good, with several new cars appearing, and, for the first time, two races in continental Europe on the calendar, at Zolder and Zandvoort. However, highlight of the year is sure to be the "25 years of 3-litre Formula 1" event, planned by the club for May 5/6, at Donington Park. Around half a dozen former World Champions are slated to appear, (with Jody Scheckter, Sir Jack Brabham and Denny Hulme amongst them) along with numerous other former F1 drivers, many of whom will be demonstrating their former mounts. With around 50 running F1 cars likely to appear, this meeting will surely be one of the major events on the Historic calendar, and attendance will be a must for all F1 enthusiasts.

Historic GT racing enjoyed a real resurgence in this country a few years ago, although numbers of competitors in the domestic series have fallen somewhat in the last year or two, with many competitors taking advantage of the European interest in these cars to do most of their racing abroad. Fortunately for UK fans, rising costs of competing on the Continent has encouraged drivers to think about racing at home again. The big, tyre-smoking Can-Am and GT cars are always a favourite with the crowds, and by running all the races as International events (ie no silencing) fans can enjoy the aural sensations of these fabulous cars as well! Running costs of cars such as the swoopy Lola T70 and the fierce McLaren M1 are high, and hopefully the opportunity of taking in three or four well subscribed invitation races will prove attractive to owners.

The advent of the new 2-litre Group 6 challenge, being promoted for the first time this year by the club means that once again owners of these rapid and attractive pre-1975 sports racers have a representative series in which to run.

The pre '75 series will take in half a dozen races at prestigious meetings in 1991, and the outrageous Toj-BMW of series instigator Mike Pendlebury is sure to be at the sharp end. Doubtless though, the hordes of Chevrons, Marches and GRDs are bound to give him a hard time as they re-enact scenes from the heyday of sports car racing. Long-time sports car racer John Lepp will appear with a Chevron, and the promise of two Osellas in the hands of Richard Arnold and Lawrence Rose will add variety, as will the fare and beautiful Lola of Don Wood. Around 20 cars have already registered for the series, and with classes for older pre '71 Group six cars as well, the series promises to be well supported and exciting.

With three international events and five "Club" race meetings planned for 1991, as well as a sprint and a number of "Members" days at leading circuits, the HSCC has something to offer all classic car enthusiasts, especially those who enjoy using their own car, and seeing others using their Historic racing cars for the purpose for which they were built. . . . RACING.

Why Formula 3?

Nobody can deny that of all the international formulae throughout the years including Formula 1, the one which has produced the most excitement and closest racing has undoubtedly been Formula 3.

Every Club driver aspires to race Formula 3. Every Formula 1 driver must have been successful in Formula 3 before progressing further. Formula 3 is therefore the single most significant formula in the whole structure of motor sport.

For those drivers not aspiring to F1, or those who cannot afford the vast sums of money needed to compete in current Formula 3, the QED HISTORIC F3 Championship offers an opportunity to prepare and maintain historically interesting single-seater racing cars and indulge in competitive but friendly club driving in the truly international atmosphere that F3 brings to a meeting.

Whatever your reason, there is no doubt that you will enjoy taking part in 1600 Formula 3 — just ask anyone who already is!

WHAT IS 1600 F3?

The FISA regulations for International Formula 3 during the period 1.1.71 to 31.12.73 produced an exceptionally attractive and compact single-seater powered by a production-based 1600cc engine fitted with an air restrictor.

The chassis were a mixture of "state-of-the-art" spaceframes and early monocoques with a maximum 8' front and 10' rear rims. Early development aerodynamic 'wings' were used. Compared to today's racing cars, they were very simple and easy to work on, but at the same time retaining all the up-market constructional detail typical of all eras of Formula 3. Successful marques of the era included Brabham, Ensign, GRD, March and Lotus.

Almost universal use was made of the Lotus twin-cam engine which produces about 120 bhp in restricted F3 form. Engines from Alfa, BMW and Renault were used, but their numbers were small.

The Formula produced World Champions James Hunt and Alan Jones and demonstrated the sadly unfulfilled talents of Tony Brise, Tom Pryce and Roger Williamson.

1600 F3 was reintroduced as a national Championship for the 1987 season. It is regulated by the Historic Formula 3 Association under the auspices of the BARC and numbers now registered for the 1991 Championship are approaching 30. Exceptional paddock interest has been a prominent feature and certainly adds immeasurably to the pride of ownership generated by these elegant single-seaters.

The committee of the Historic Formula 3 Association has been dedicated to practical methods of keeping costs down. Hence the use of a control tyre. The engines are not only affordable on initial purchase, but last a full season between rebuilds due to restrictions on power output and rev range.

The regulations are strictly enforced in order to stamp out cheating which is, unfortunately, the bain of so many inadequately controlled amateur formulae.

WHO ARE QED?

The name QED has over the years become synonymous with the Lotus Ford Sports car engine, firstly as builders of many successful competition engines and latterly also as a major source of components for the time-honoured twin-cam and modern day 16-valve units.

Since its beginnings in the early 70's, QED has concentrated almost exclusively on the building and development of the twin-cam in all its varying forms ranging from standard through all specifications of competitions engines. It has always been their aim to offer the best possible parts and service.

Twin-cam engine builders and enthusiasts worldwide rely on parts from Quorn to service their engines. Their stores contain a comprehensive range of standard items both QED and Lotus branded, a selection of uprated performance parts, and of course, the out and out race engine paraphernalia.

MD, Ken Snailham says: 'As component suppliers, we feel that we have an advantage over many in that we actually use the parts we market and are able to provide a good technical back-up service, and as engine builders, the advantage lies in that we have the best available components immediately to hand, plus the facility, in house, to dyno run and test all our products'.

Ken has been involved with motorsport for many years, winning the RAC Leaders Speed Hillclimb Championship in 1984 driving a Lotus Seven, and more currently, campaigning a very modified hillclimbing Ralt powered by a 2.6-litre Hart engine.

Quorn Engine Developments' workshop and stores are to be found in darkest Leicestershire - very convenient for Donington, Silverstone and Mallory Park.

Anyone who is considering entering the HISTORIC F3 Championship in 1991 is welcome to phone QED for advice or help regarding their engines. The phone number is: 0509 412317

Further information can be obtained from the following:

Series co-ordinator: Jacqui Goodman — Tel: 0734 761432

Drivers' representative: David Jackson — Tel: 0403 784022 (w) or 0798 813717

Series sponsor: Ken Snailham of Quorn Engine Developments — Tel: 0509 412317

Historic Alfa Roadsports

Scuderia Dooley, as the Brookside Alfas are often known, have gradually begun to populate the HSCC Road Sports and Novices Championships. But the first creation was the very well run Giulietta Saloon of Richard Ward who cleaned up a number of Classic Saloon Championships up to 1988. The car's sole appearance in 1990 was at the Christies' meeting in the European Championship event where the car showed well amongst the massed ranks of the Scuderia del Portello, coming away with a class win.

Most frequent piloto was American Jeff Hicks in a late Giulietta SV who just came away with the 1300cc Novices Championships from a bunch of Lancia Fulvias and a screaming Honda S800, after a series of often hectic struggles. Real class was added from time to time by Carol Spagg's Giulietta SZ that probably suffered from being worth as much as the rest of the field.

Il Padrone, Jon Dooley, ventured out a couple of times in the Hicks Giulietta in Road Sports, carrying off an opposition free 1300 class each time but running well overall.

Scuderia graduates Bill Croxson (Giulia Spider Veloce) and Adrian Hall (2600 Spider) refused to let tyre size handicapping get in the way of *la bella figura*. Adrian, fresh from setting a momentary outright lap record at Cadwell (due to computer error), foxed the handicappers completely and achieved a rare outright win later the same day. Bill Croxson was overcome by the well tyred and well driven Fulvia of composer Simon Park but at least got his own back by taking Simon with him on the Coppa d'Italia. Simon said he enjoyed it a lot..

Plans for 1991 include a pair of Giulietta SV's for novices Kit Stewart and Nick Savage, a visit to the Giro dell'Umbria for the Spagg/Dooley combo in the SZ, outings for the Giulietta TI of Ward/Dooley in the European Historic Saloon Championship, hopefully within Scuderia del Portello and, if there's anything left, a wild ride across Mexico in the Carrera on November. They are also working on 1900's and 2600's but they will take longer.

As a bonus these nicely set up Giuliettas and Giulias are such fun on the road to and from the races with nimbleness and so much go.

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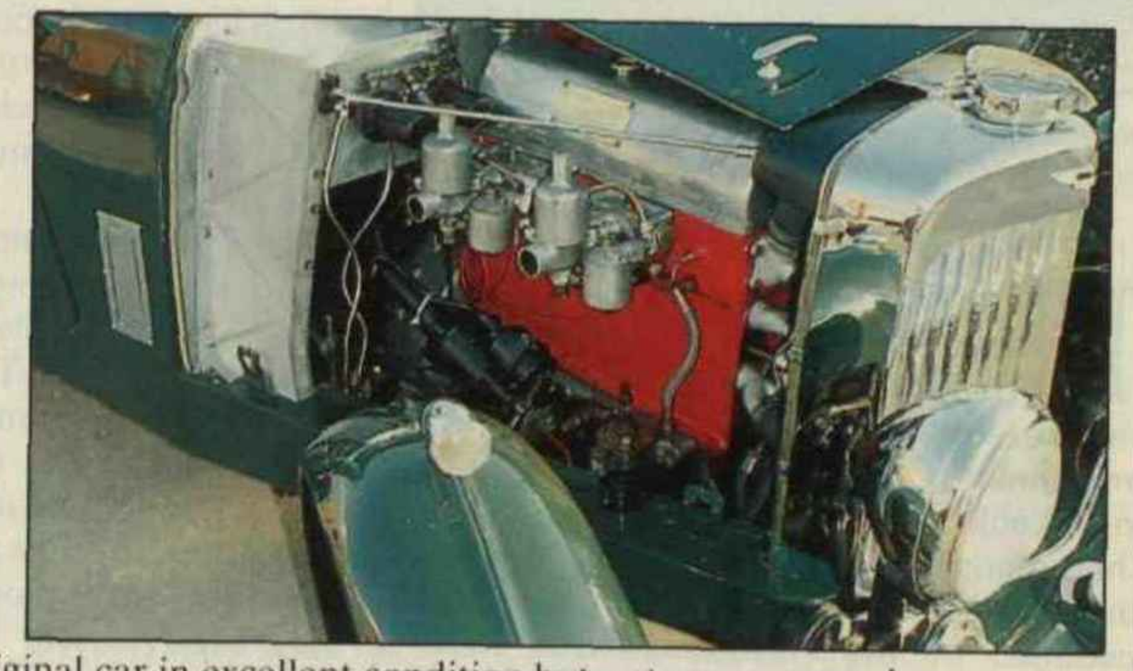
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The more enlightened of the Historic race organisations welcome a grid of TRs for one simple and straightforward reason - it's always a full grid! For a 'one make' Championship it has been a remarkable success story. This purely TR Championship has gathered momentum since its inception in 1984 and has been sustained by the enthusiasm and dedication of its racing members. Enthusiasm when coupled with the financial assistance given by the TR Register and a number of businesses, all of whom are closely associated with the TR marque, has given a whole new meaning to formula racing!

What is this formula that has encouraged and so inspired its participants that they have been able to carve out a Historic niche all on their own?

This is not easy to identify. Suffice it to say that the TR Championship founder, Darryl Uprichard, was much influenced by the Thoroughbred Sports Car races of the late 60s and early 70s where TR3 racer Reg Woodcock was so successful. In truth, the Aston Martin Owners Club were staging a Nürburgring Oldtimers Grand Prix style GT/GTS race almost every other weekend on English country circuits. Real racing-club racing! No such thing as jumping onto the 'Historic' bandwagon, there wasn't one!

There's one particular aspect of this marque club racing of Historic TRs that regulates the whole movement of competition between the TRs. It is that the technical specifications and inter-type shortcomings are thoroughly understood by the people who make the rules. This isn't to say that they're perfect, only quite perfect. The Championship and its evolution has been closely liked to a democratic committee, good communication and unsurpassed knowledge of the TR marque, from the years 1952-76.

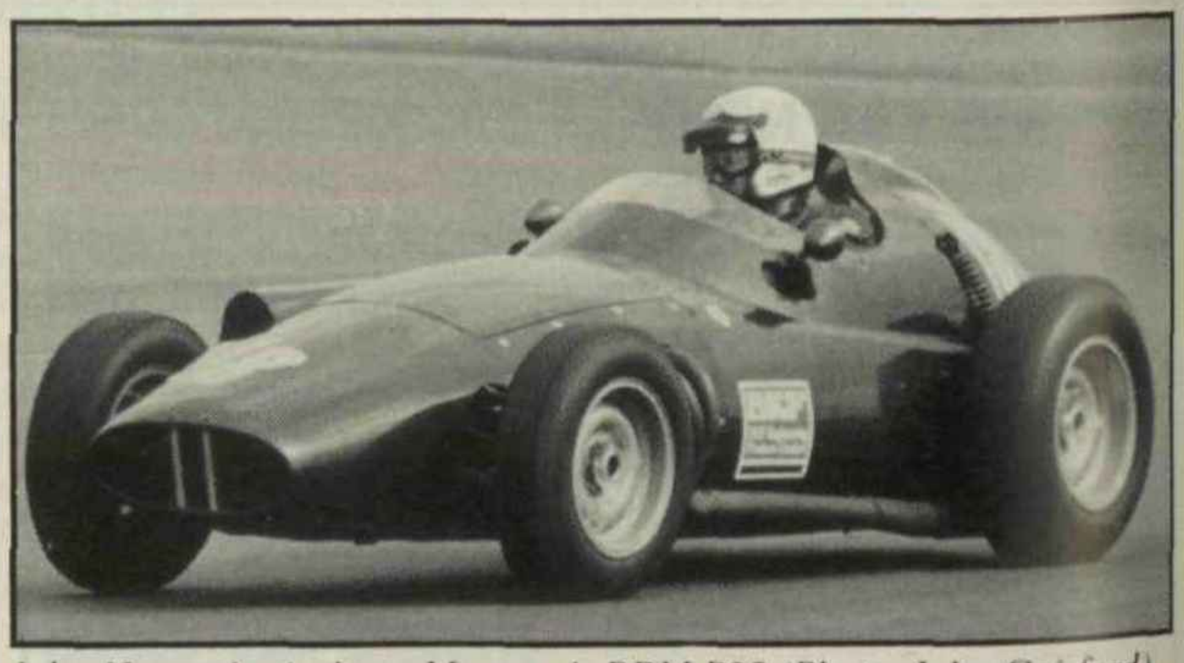
Registrations average over 60 TR's annually and in 1990 the pressure on grid placings would often mean a split grid because there were just too many TR's for one race!

Professional preparation and speed with safety have been the high standards set by leading cars both in overall and class positions. It continues to be expensive for any individual to totally support his own TR and consequently many of the TRs are helped financially by TR companies. The super inflationary 1991 entry fees have come as a shock to all competitors but whether this will affect grids, who knows? Trying to contain the costs of this type of club amateur racing has always been a club priority helped by the fact that regulations governing all the classes haven't changed much over the last seven years. There has been little confusion, changes have been implemented with reasonable notice and any such changes have ben fully understood and accepted.

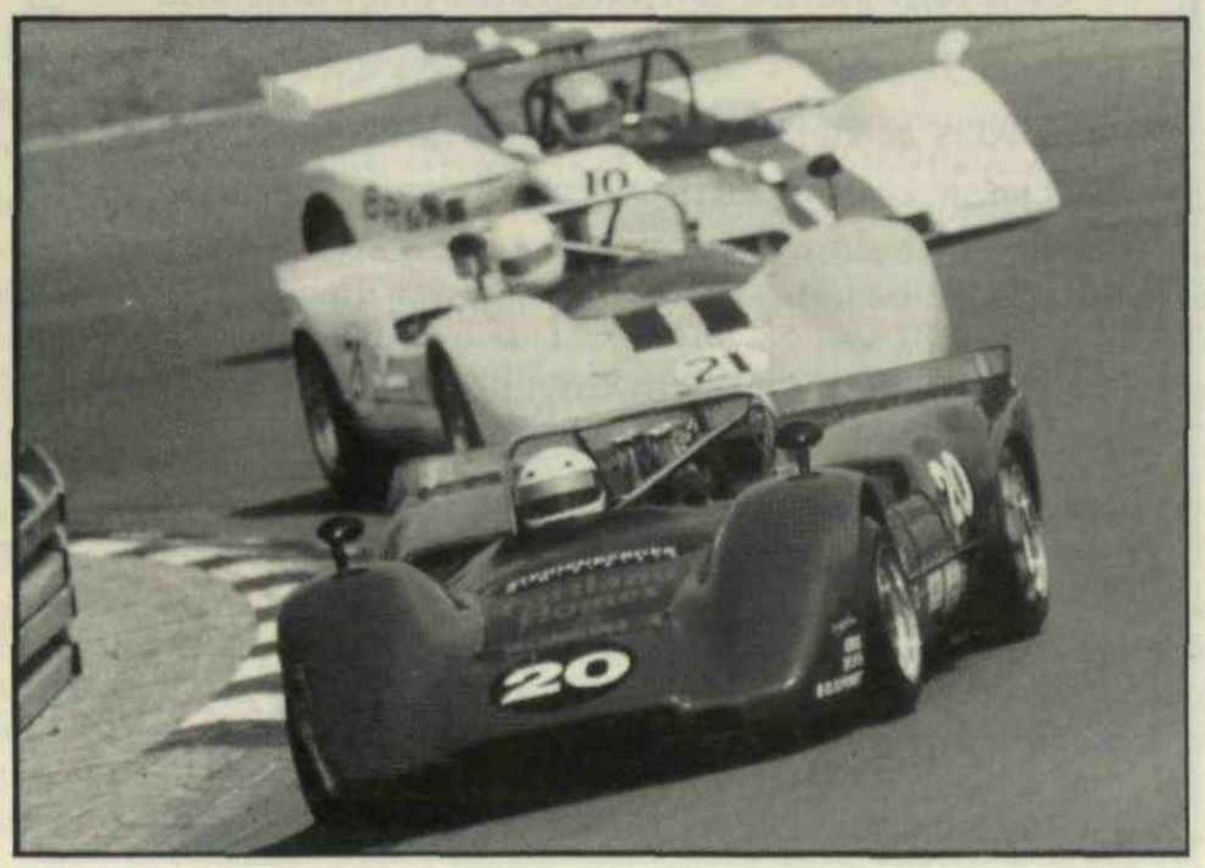
With the limits imposed, this brief report can only be a shallow overview of the TR Register's Race Championship. Nevertheless it shows that enjoyable and successful Historic Racing takes place almost every weekend at many circuits throughout the UK. So you see, before all of the recent razzamatazz surrounding the mainly European high profile weekend events, the British club racer had been doing it all his way. I don't think he could have guessed, neither would he have been interested in the fact that he was soon to become 'Historic'.



The experienced Robs Lamplough working hard at the wheel of his March 711 (Photo: John Gaisford).



John Harper in Anthony Mayman's BRM P25 (Photo: John Gaisford).



INTERNATIONAL SUPERSPORTS 1991

International Supersports would like to announce the 8 races scheduled for 1991.

Race 1 —	**Spa**	18/19 May
Race 2 —	**Nurburgring**	8/9 June
Race 3 —	**Norisring**	29/30 June
Race 4 —	**Silverstone**	27/28 July
Race 5 —	**Nurburging old timer**	10/11 August
Race 6 —	**Mantorp Park**	24/25 August
Race 7 —	**Donington**	14/15 September
Race 8 —	**Dijon**	29/30 September

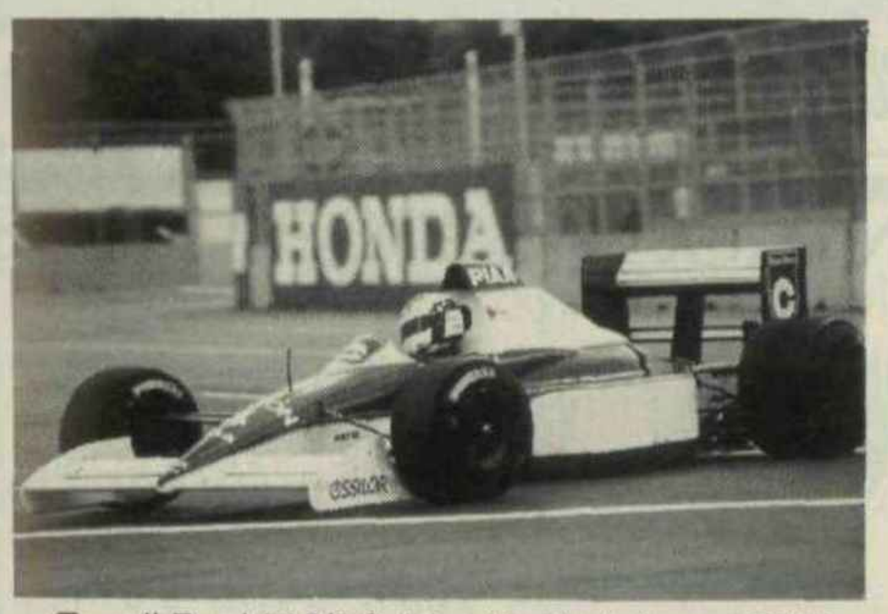
Again, this year we have a truly International grid, bringing together the U.K., Holland, Germany, Sweden, Switzerland, France and the United States.

The field of cars will be split into 5 classes as follows:-

Class 1 two-seater sports racing cars over 2000cc, built between 1966 and 1971.
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Class 3 two-seater racing cars up to 2000cc built between 1969 and 1971.
Class 4 two-seater racing cars up to 2000cc built between 1966 and 1968.
Class 5 two-seater racing cars up to 2000cc and over by invitation only.

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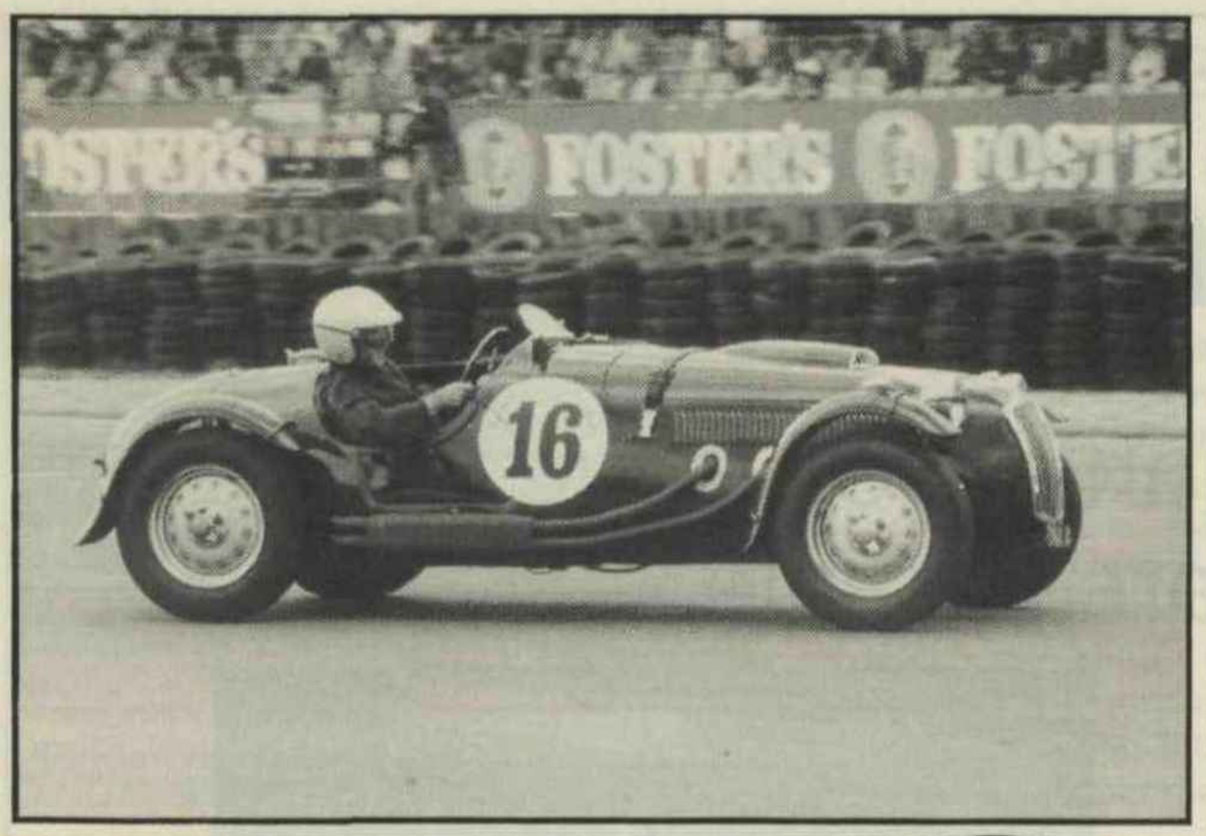


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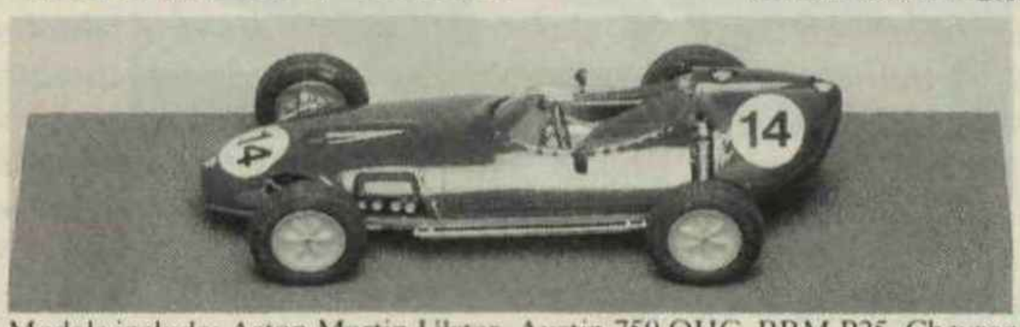
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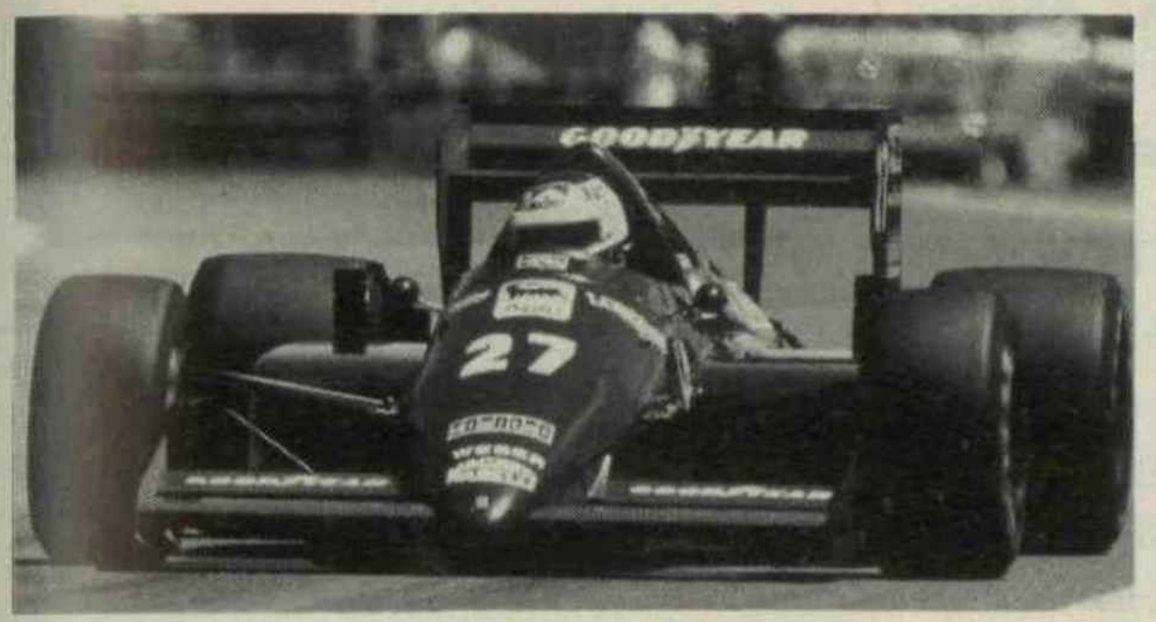
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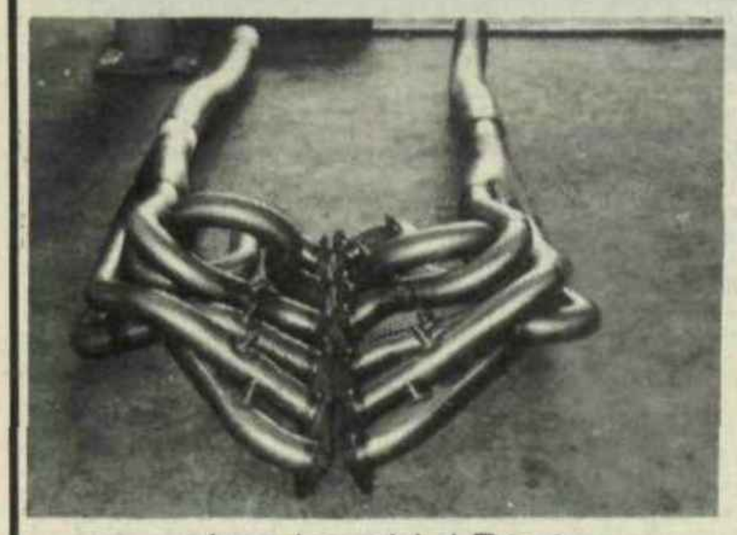


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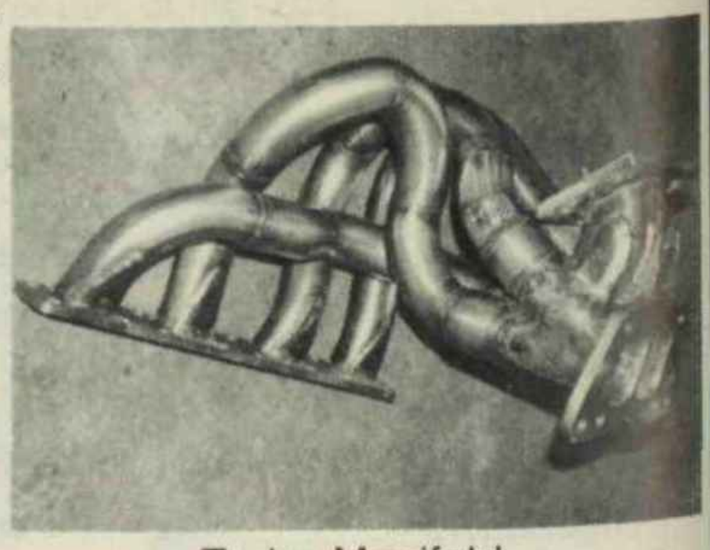
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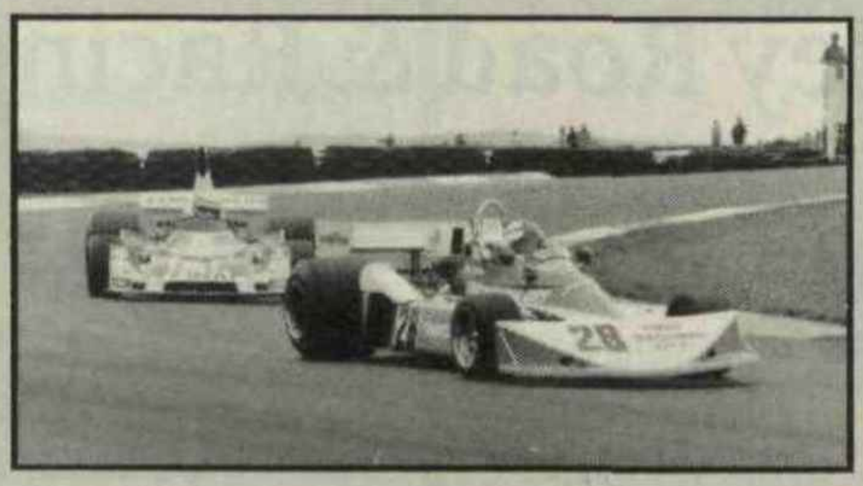
HSCC EVENTS — 1991

Following the recent Main Committee meeting, dates of HSCC race meetings and Championships have now been fixed.

DATE	VENUE	TITLE
22nd March	Castle Combe	Novice/Members Test Day
3rd April	Silverstone (Nat)	Members Test Day
13/14th April	Mondello Park (Eire)	Irish Historic Superprix
5/6th May	Donington Park	25yrs of 3-Litre F1
31st May	Brands Hatch GP	Members/pre-race test
1/2nd June	Brands Hatch GP	Visage Historic Superprix
6th July	Oulton Park	Cressy Trophy Raceday
19th July	Donington Park	Members/pre-race test
20/21st July	Donington Park	Budge International W/end
3rd August	Curborough	HSCC Sprint
26th August	Mallory Park	HSCC Raceday
8th September	Thruxton	BARC/HSCC Raceday
28th September	Silverstone	HSCC Championship finals
27th October	Snetterton	HSCC Endurance Raceday

INTERNATIONAL HISTORIC DATES

Zandvoort (NL)	12th May
Monza (I)	19th May
Brands Hatch (GB)	1/2 June
Montlhery (F)	23rd June
Knutstorp (S)	30th June
Nurburgring (D)	11th August
Zolder (B)	18th August
Salzburgring (A)	15th September



1991 ITALIAN INTERMARQUE

PROVISIONAL RACE DATES FOR 1991

March	17	**Mallory Park**
	29	**Cadwell Park**
May	6	**Snetterton**
	27	**Brands Hatch**
June	15	**Castle Combe**
July	21	**Brands Hatch**
August	3	**Oulton Park**
	18	**Pembrey**
Sept.	1	**Donington**
	14	**Castle Combe**
Oct.	6	**Mallory Park**

In addition there is a possible meeting on May 18/19 at Phoenix Park in Dublin

CONTACT: Phil Ward, 59A Poplar Road, Ashford, Middlesex TW15 1EJ

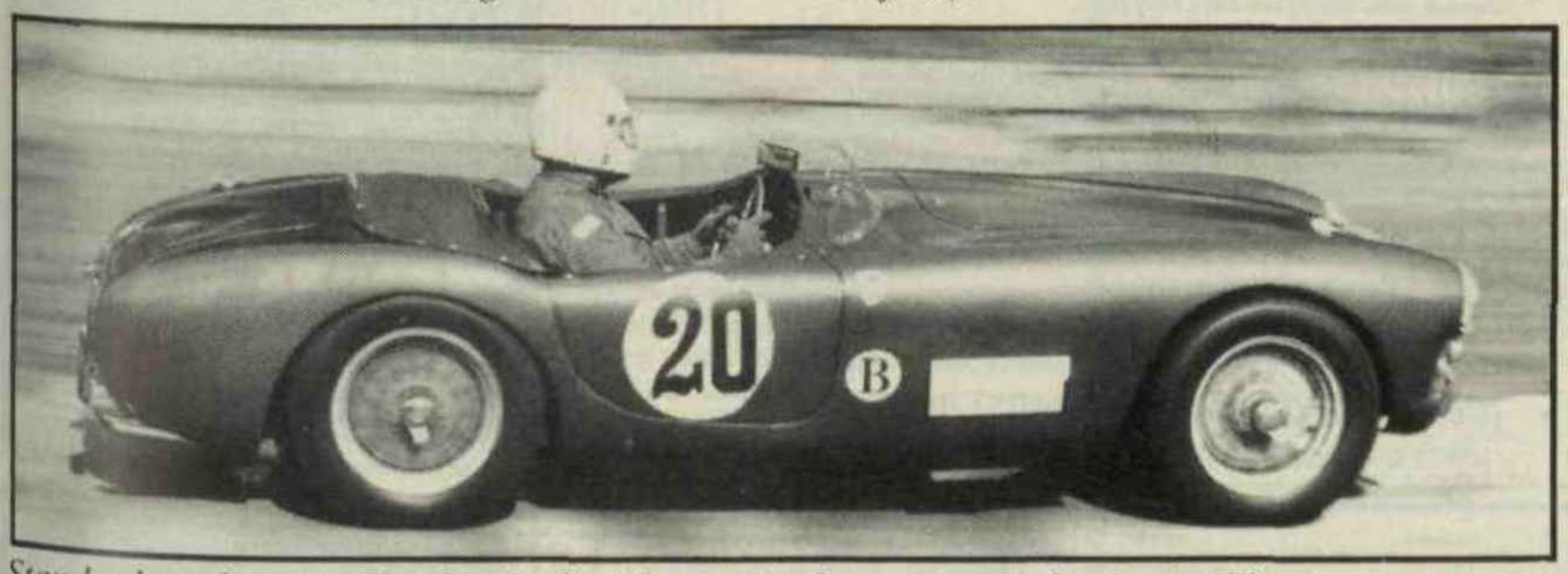
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Roger Connell's TVR Griffith at Oulton Park (Photo: John Gaisford).



David Chaney in his unusual Marcos GT (Photo: John Gaisford).



This ex-Guerrero Theodore was raced in 1990 by Kelvin Lambeth (Photo: John Gaisford).



Graham Bayley's Alfa.

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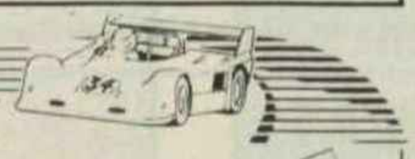
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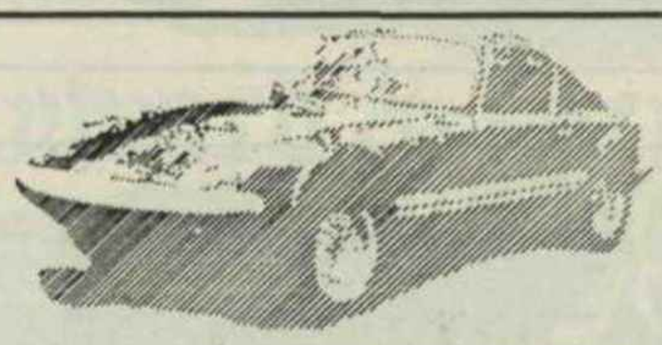
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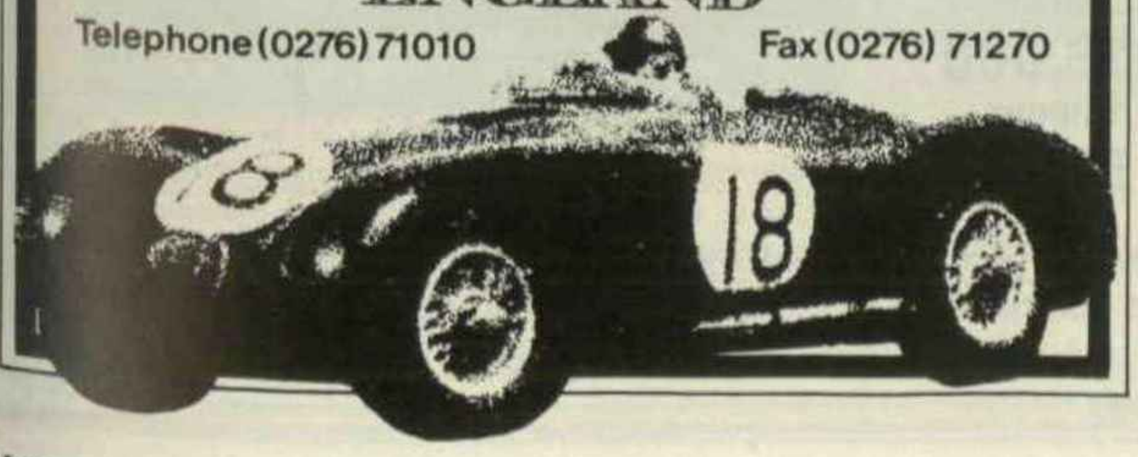
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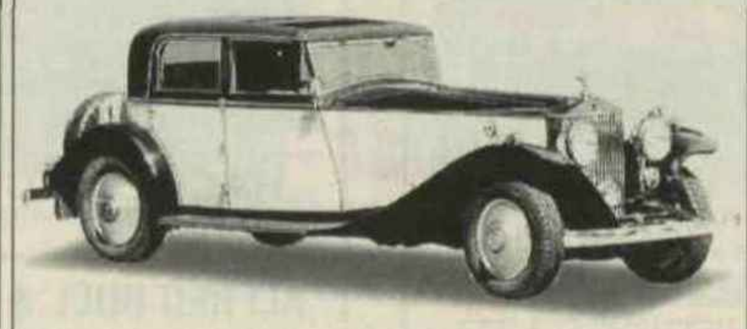
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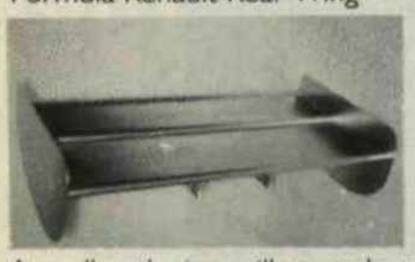
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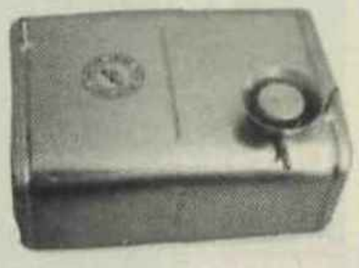
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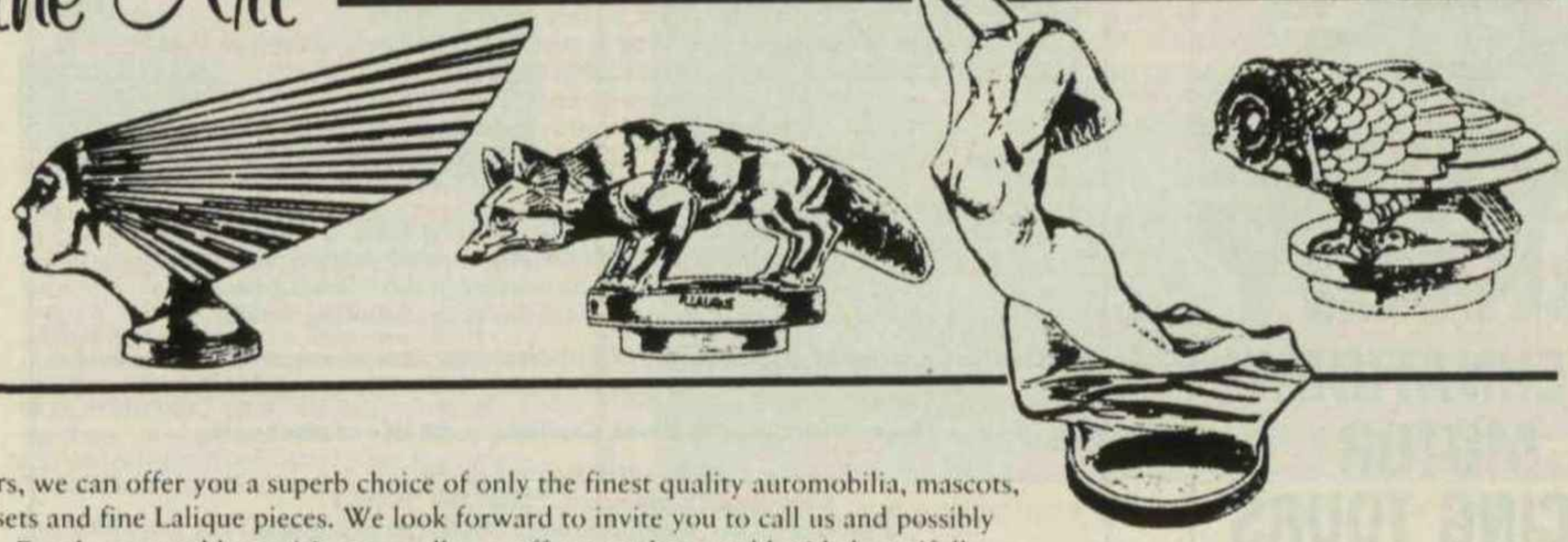
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BENTLEY CONTINENTAL, 1965, Regal red/black hide interior, excellent original car with service history, £49,950. Part exchanged considered. Telephone (034 282) 2274 (T).

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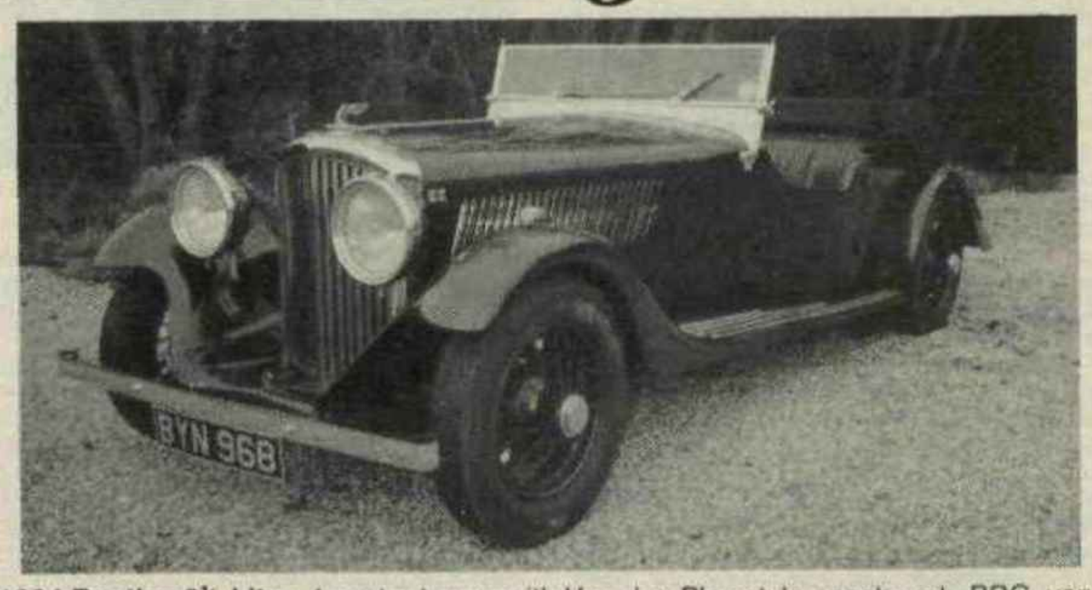
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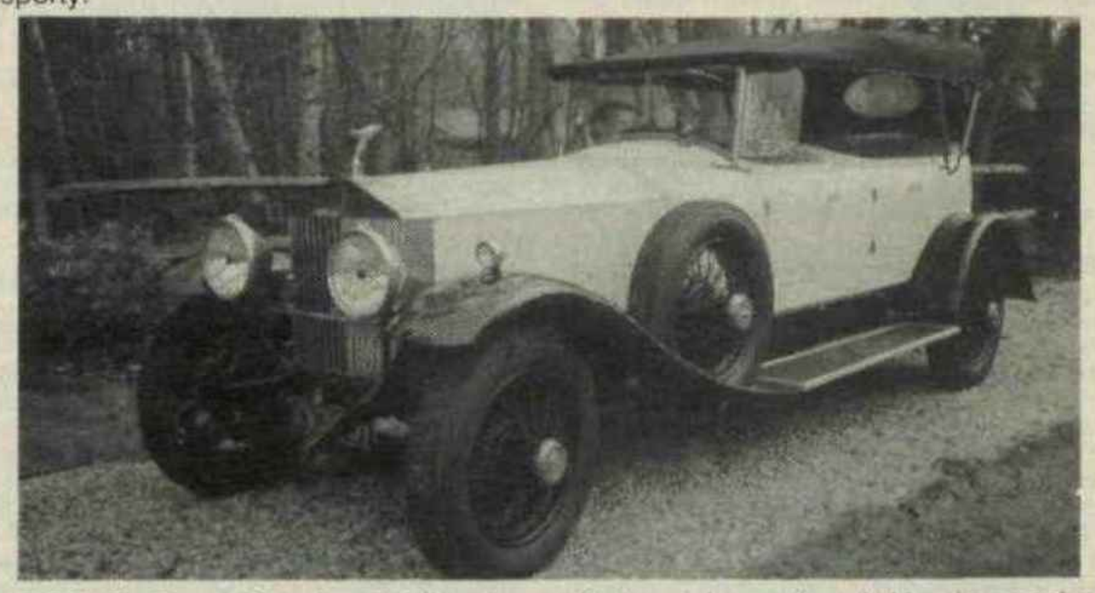
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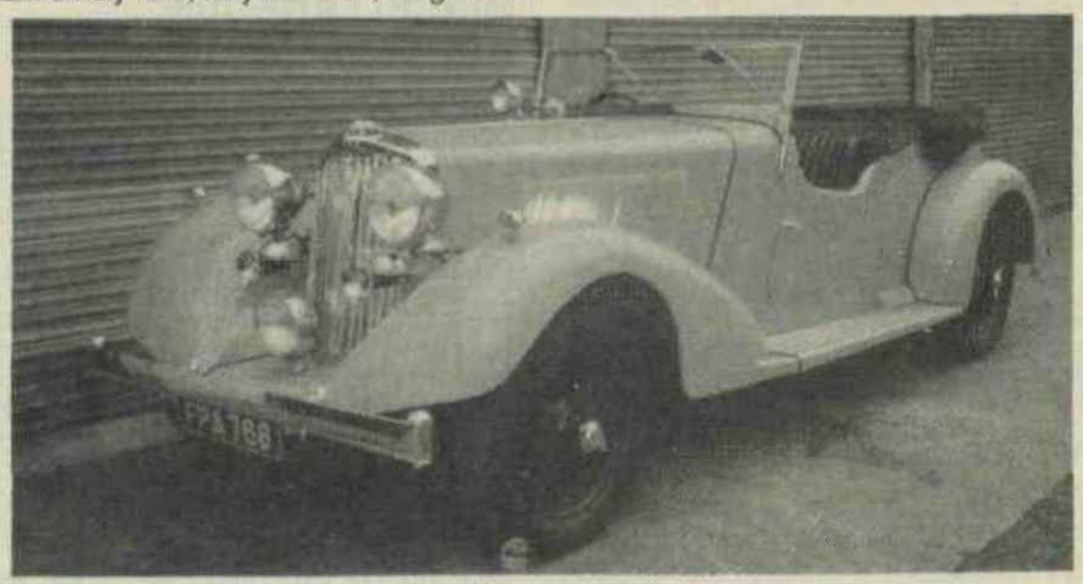
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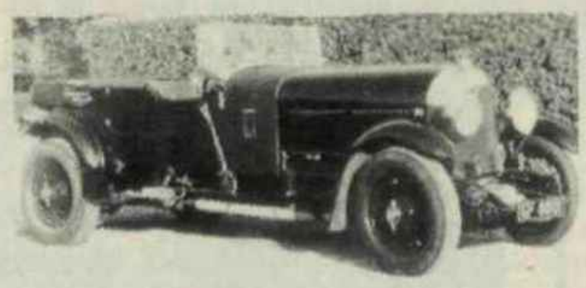
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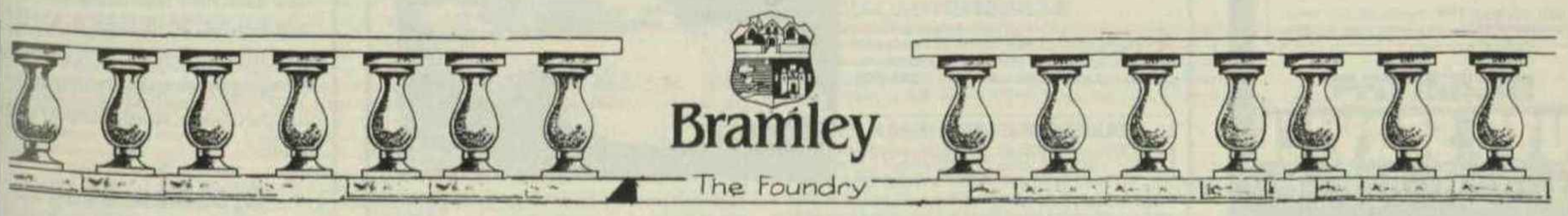
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1990 (G) **PEUGEOT 205 1.9GTi,** metallic black, black and red hide trim, PAS, e/windows, c/locking, stereo, 9,000 miles **£9,995**
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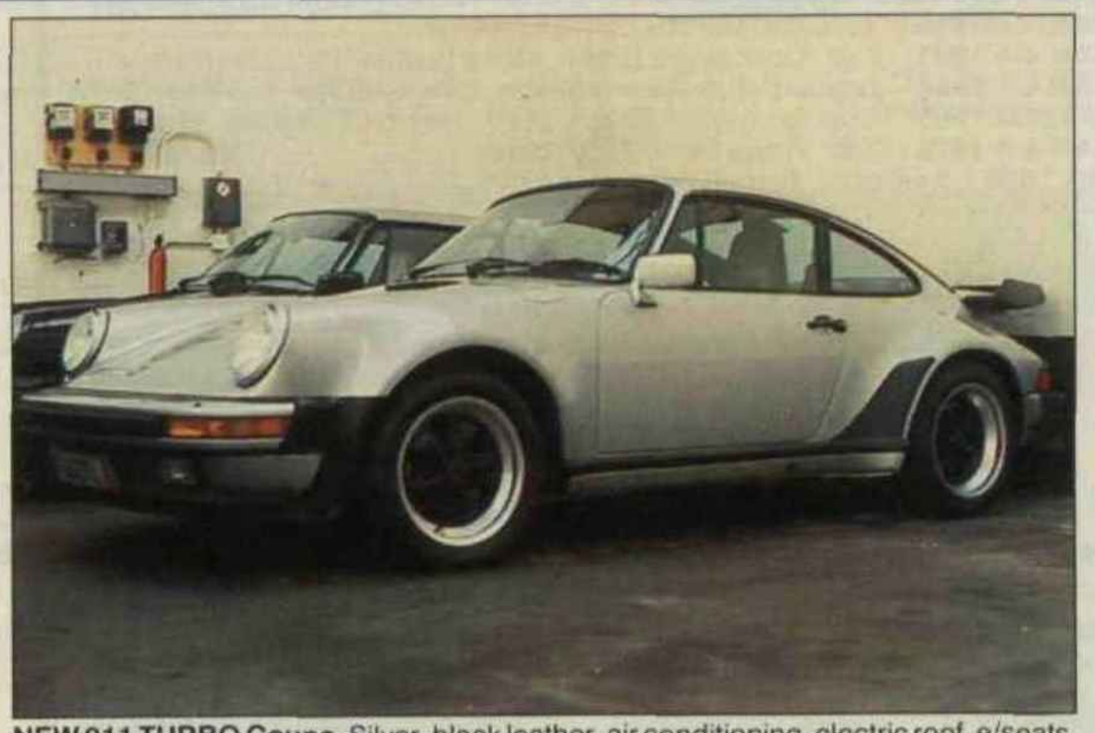
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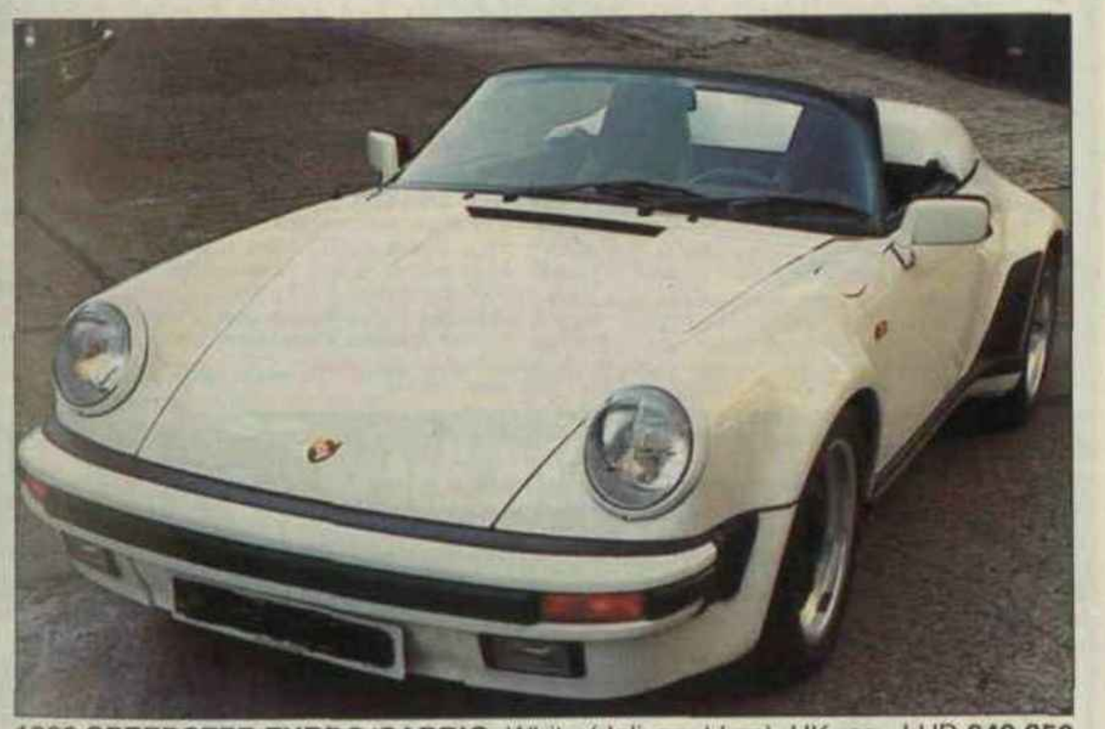
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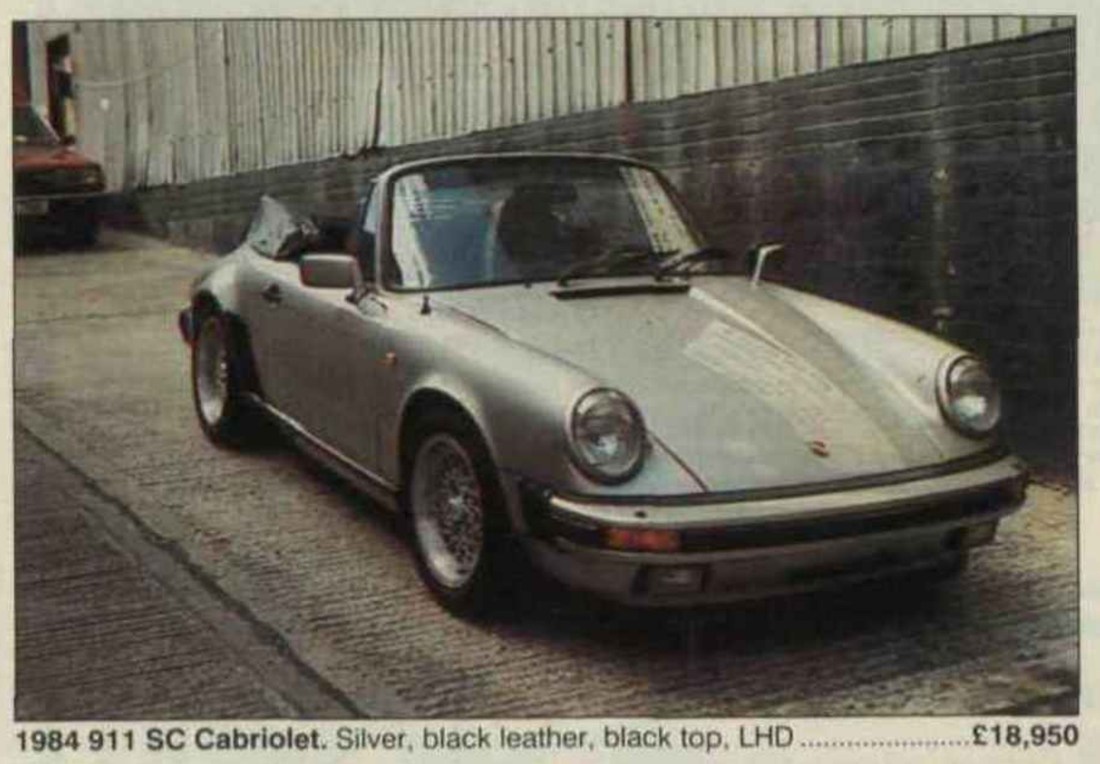
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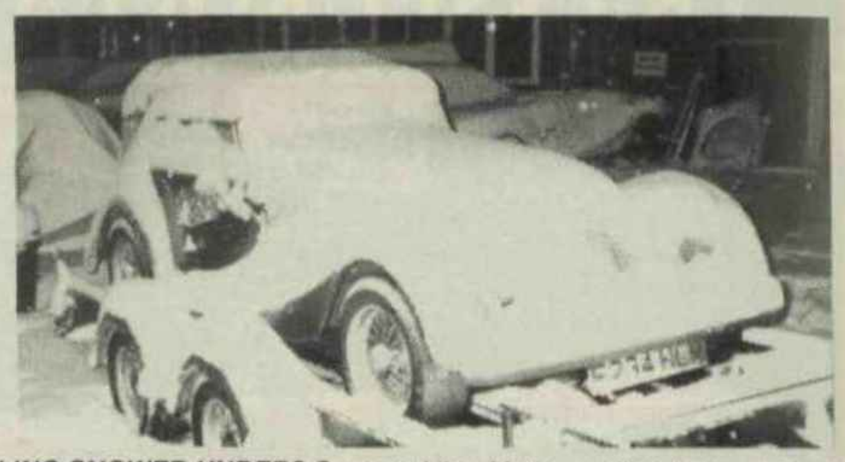
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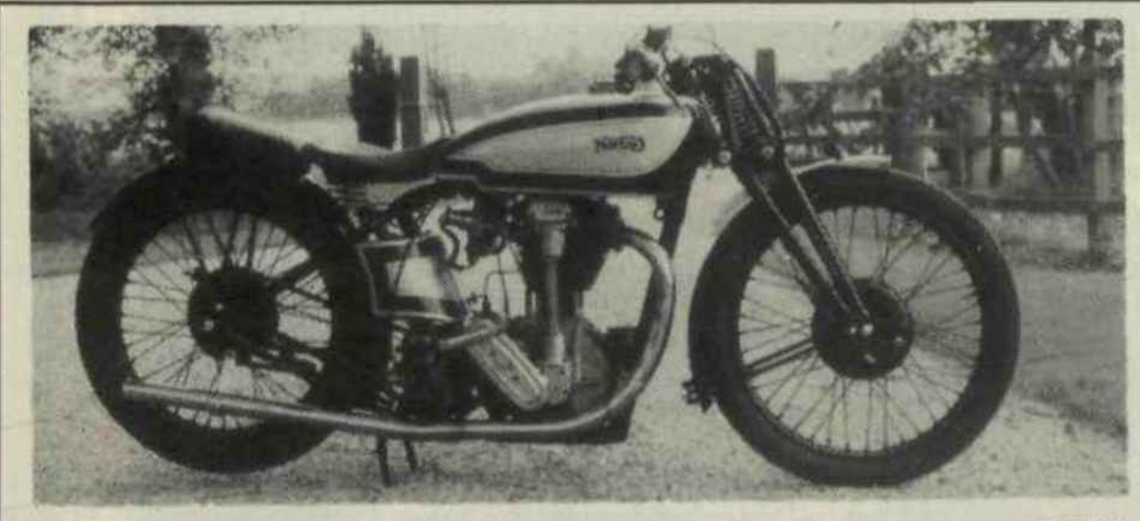
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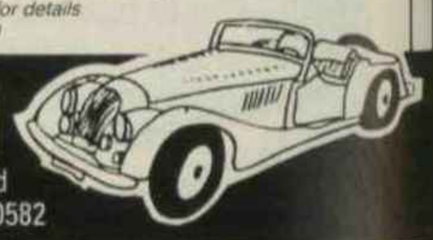
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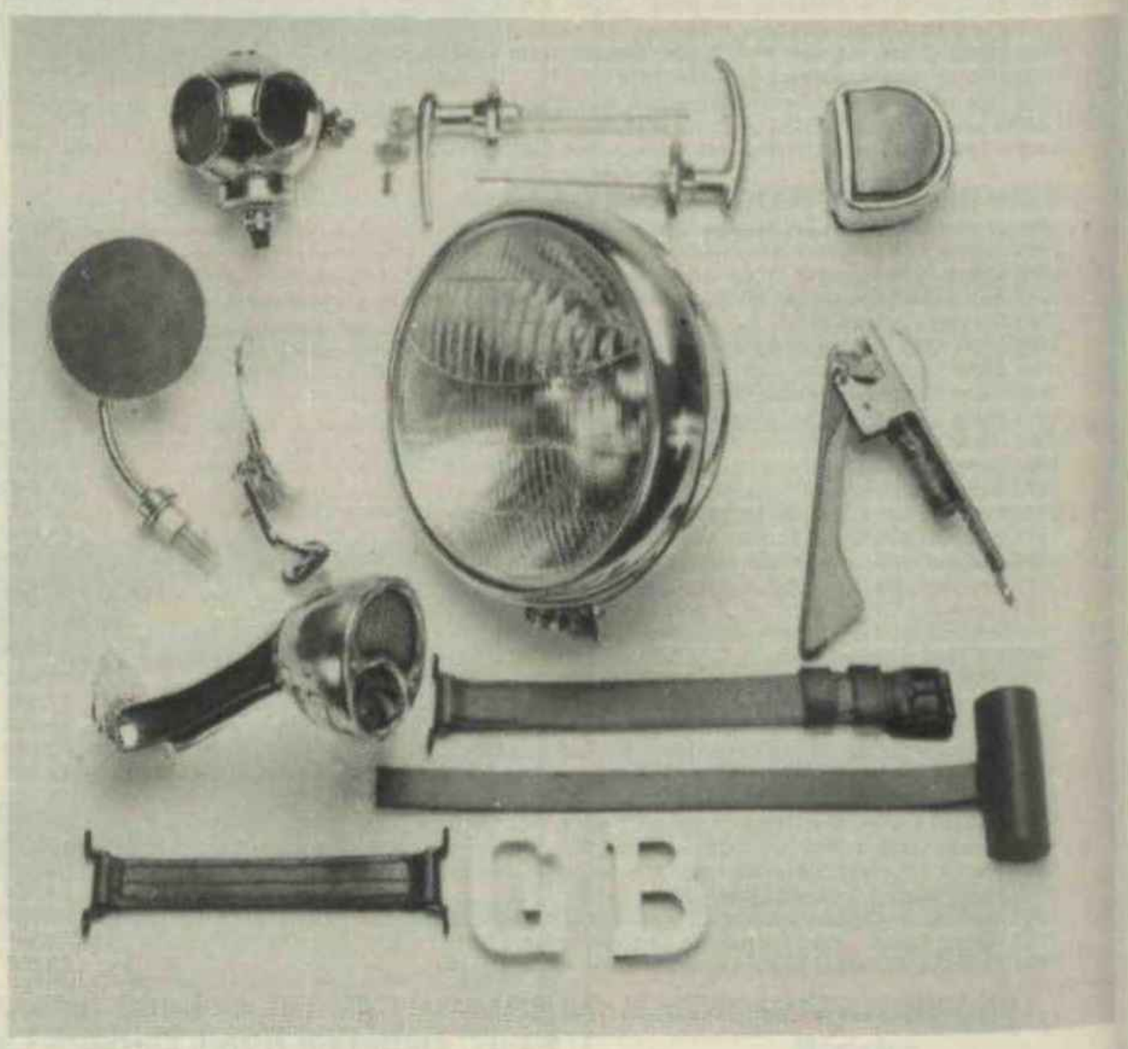
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241 AET £1450	BNV 492 £1050	11 CUY £3200	EAX 1V £995	FJF 522 £1045	HAA 16 £3200	JCD 999 £3750	KIB 306 £950	LSD 3W £600	MUM 246 £1850	ORK 1 £11000	PWY 779 £1250	444 SAF £2650	TDE 326 £1295	4 UPJ £3750	WJB 781 £2100
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143 AFH £1300	BOL 3V £600	CWB 24T £400	900 EBH £2250	11 FKB £3995	HAV 73Y £400	840 JDE £1950	KKP 1P £1450	LSP 105 £1950	MVG 2P £560	OSA 502 £1450	PFA 478 £995	SAM 687 £3995	TDL 161 £1450	VAA 7R £600	1 WKE £12500
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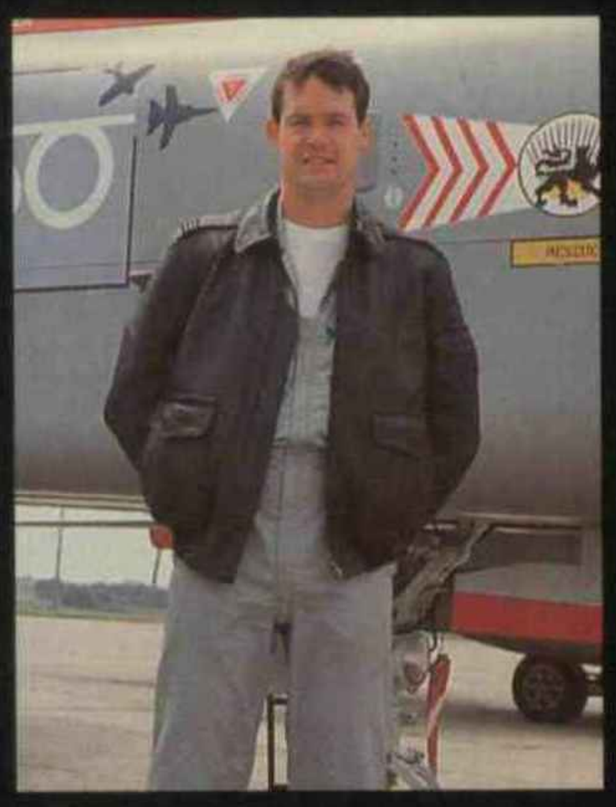
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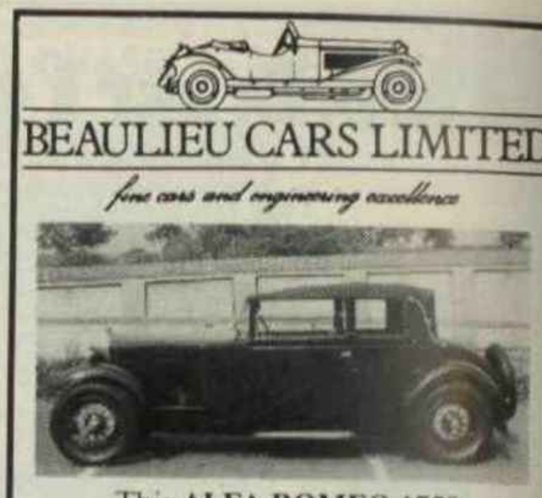
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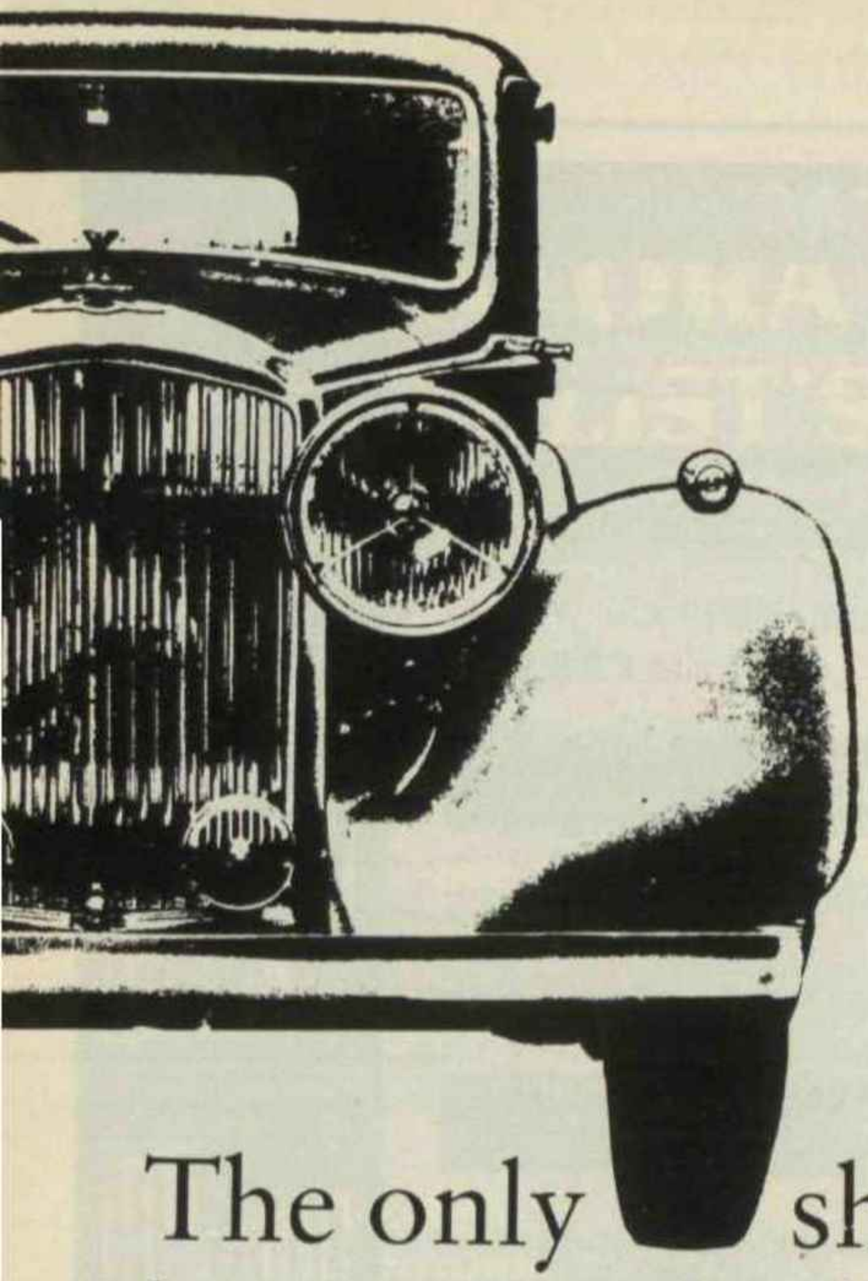
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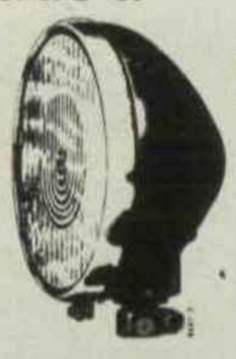
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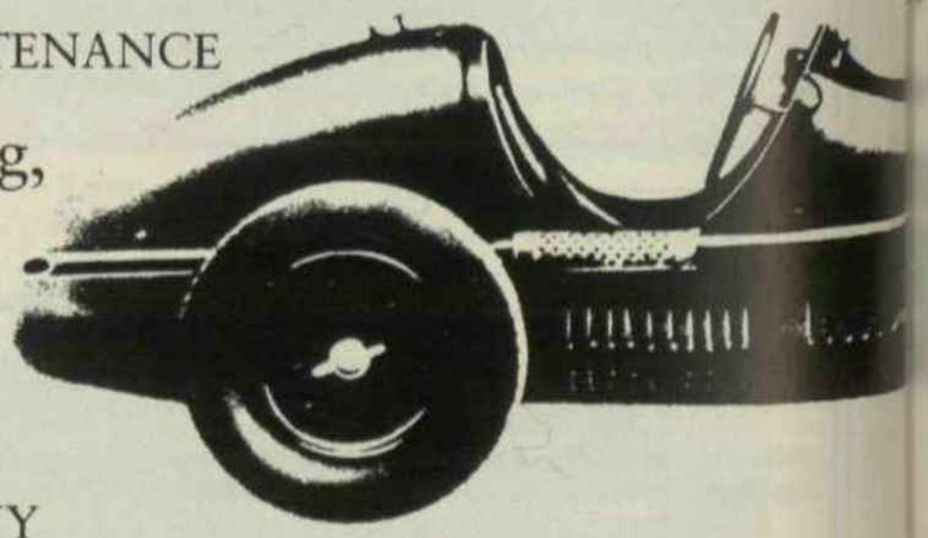
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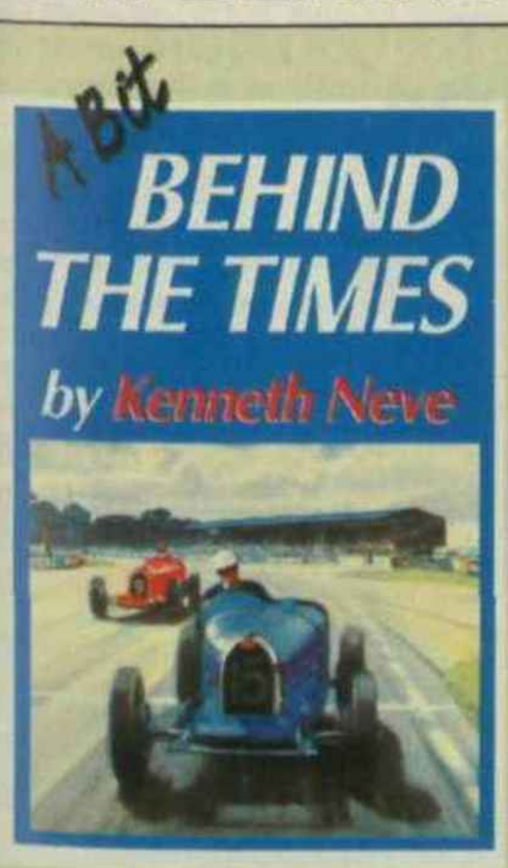
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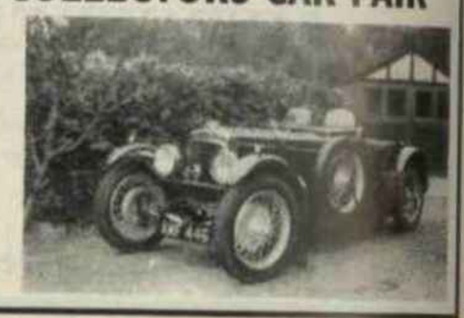
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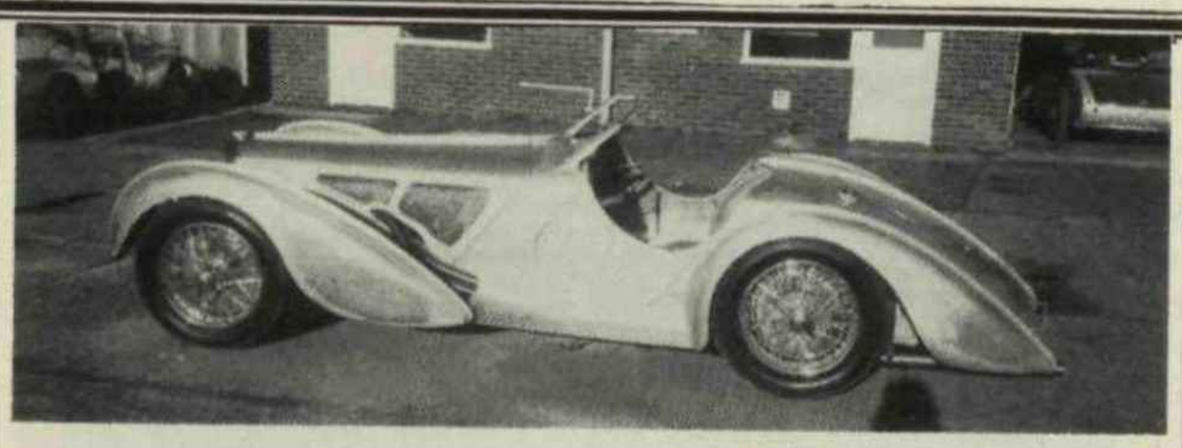
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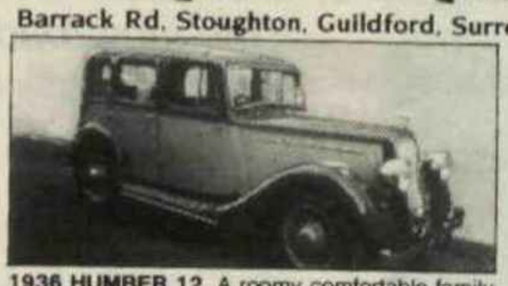
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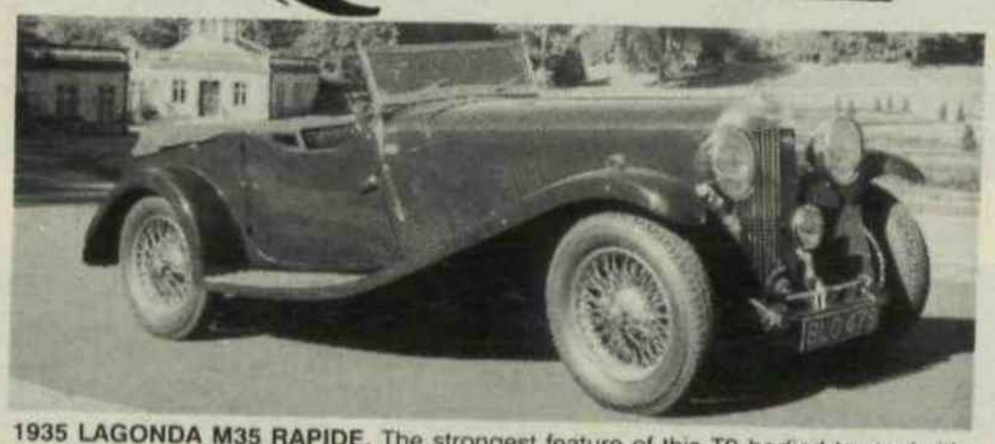


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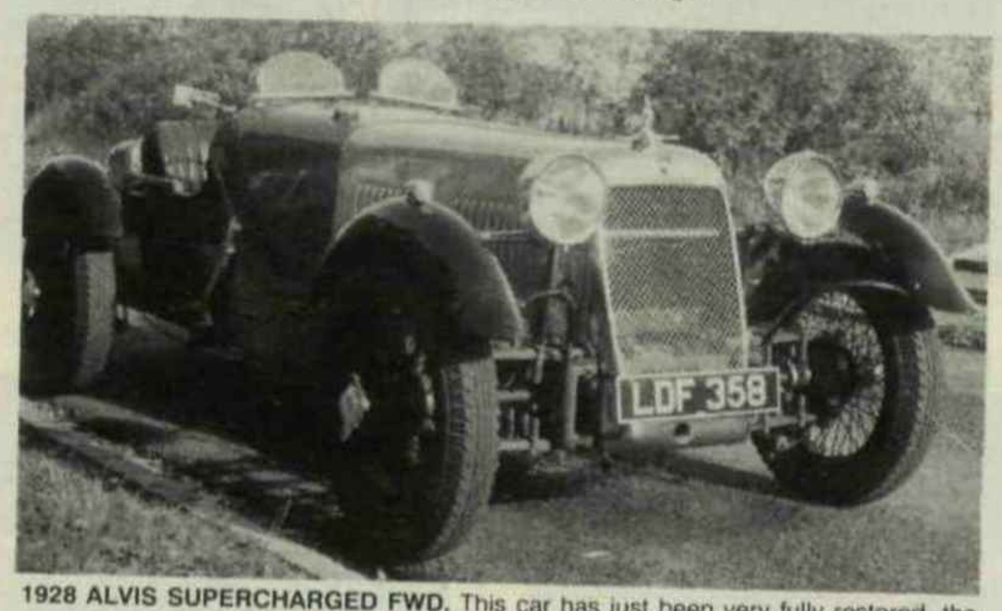
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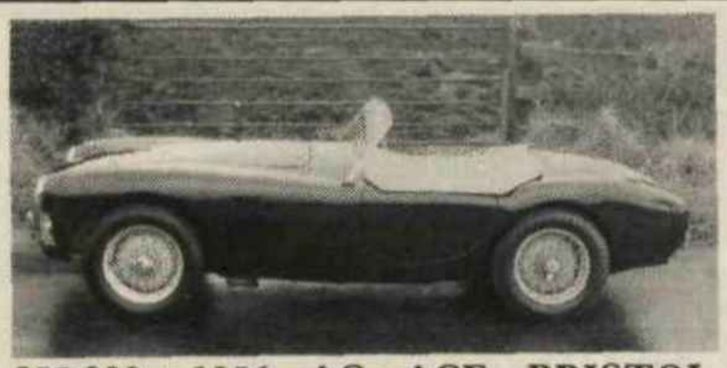


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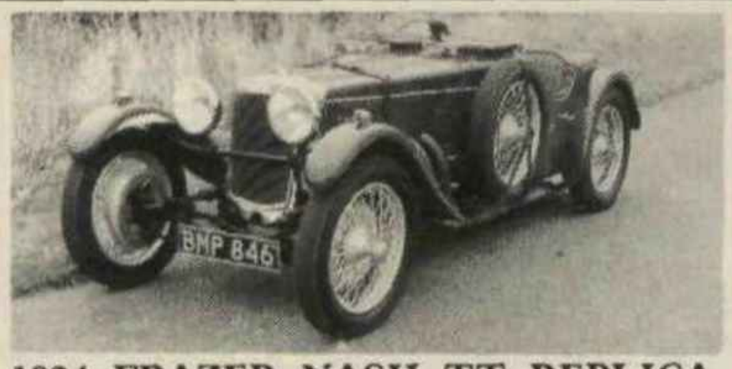
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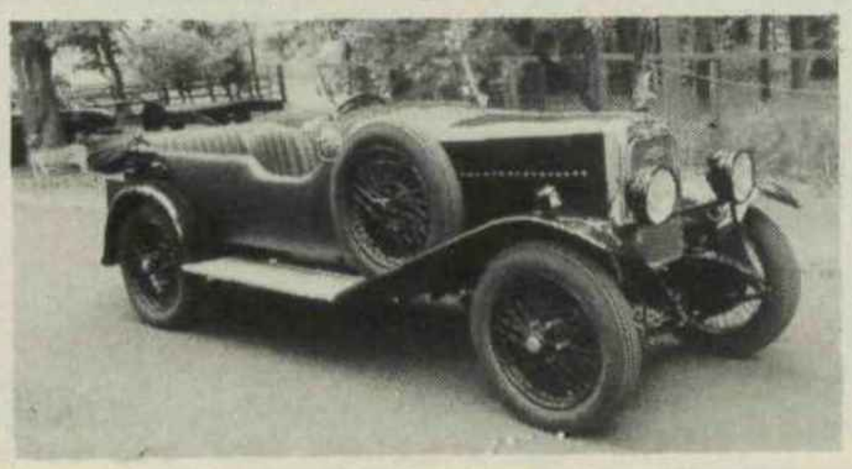
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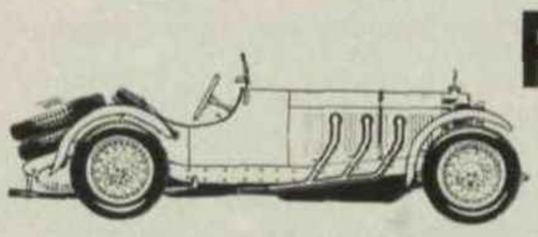


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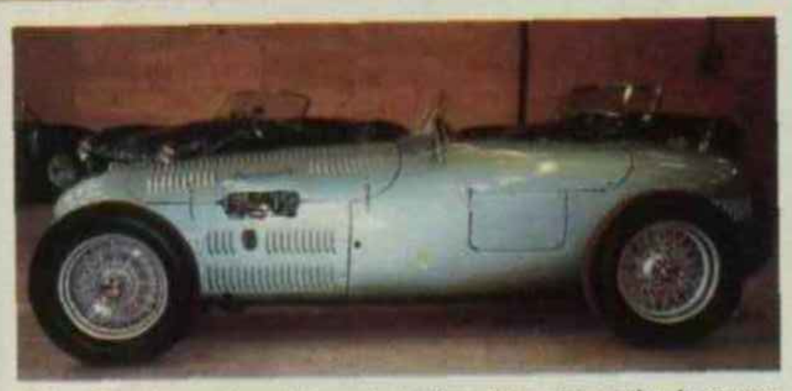
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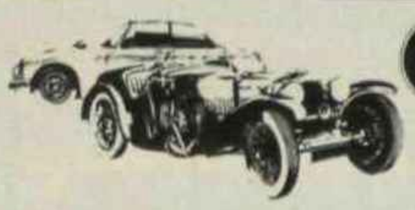
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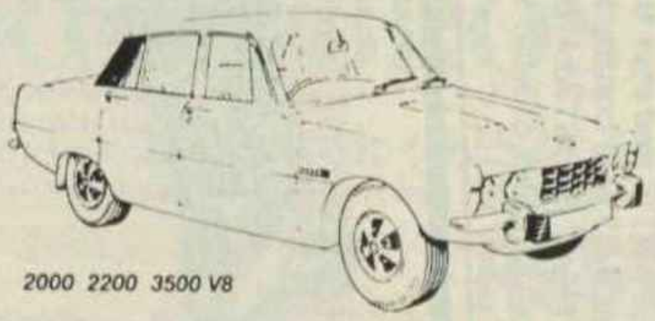
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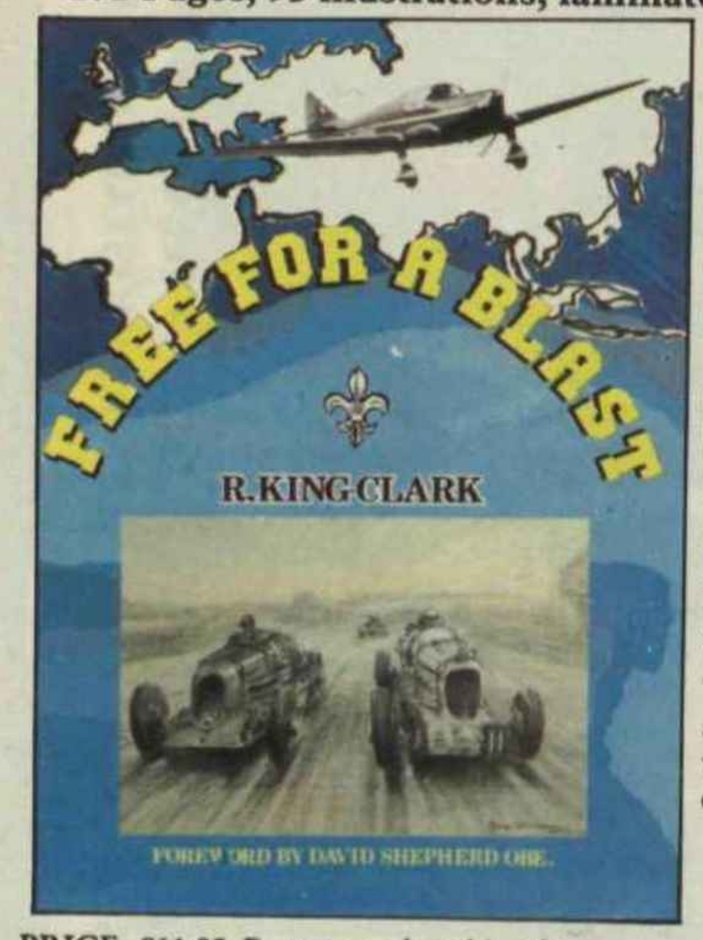
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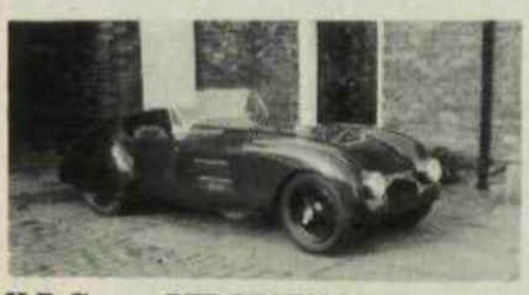
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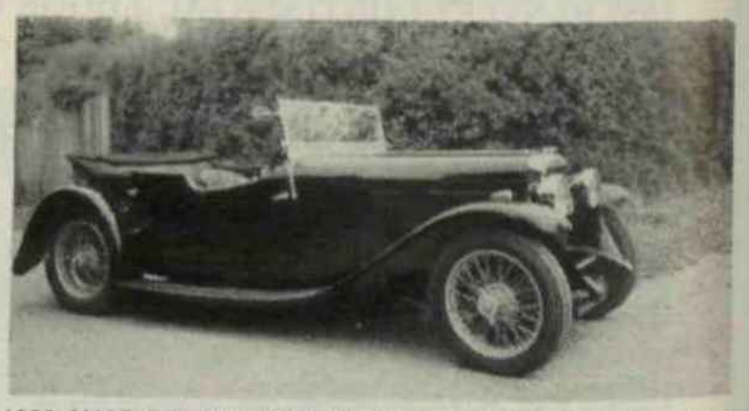
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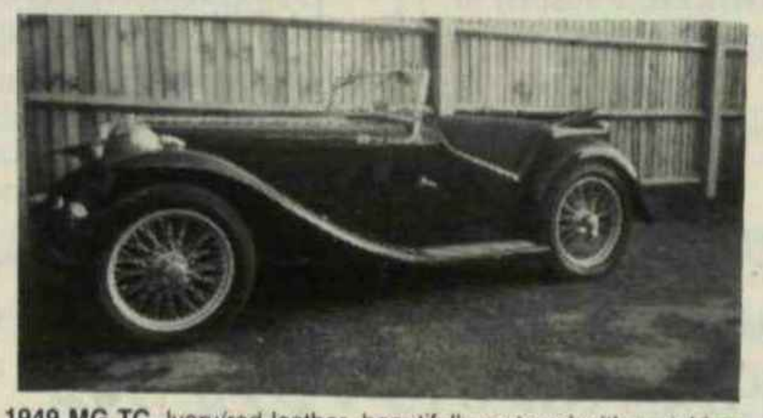
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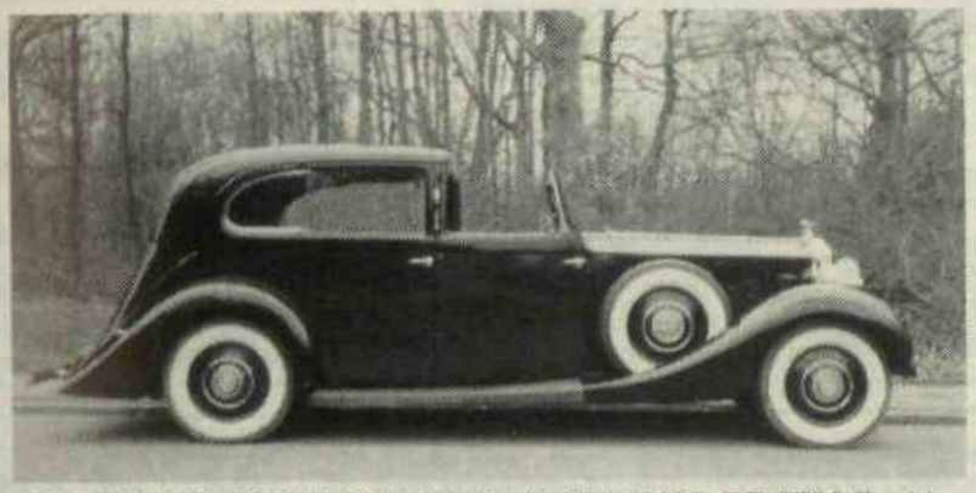
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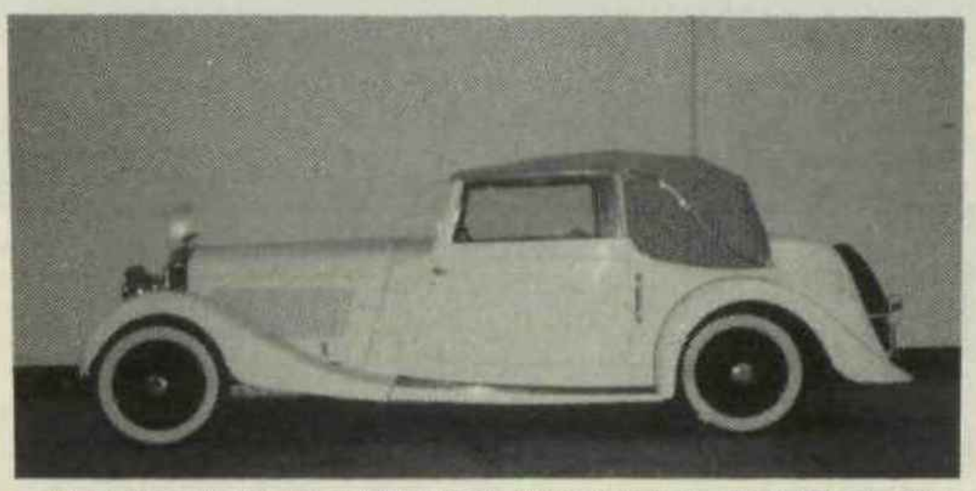
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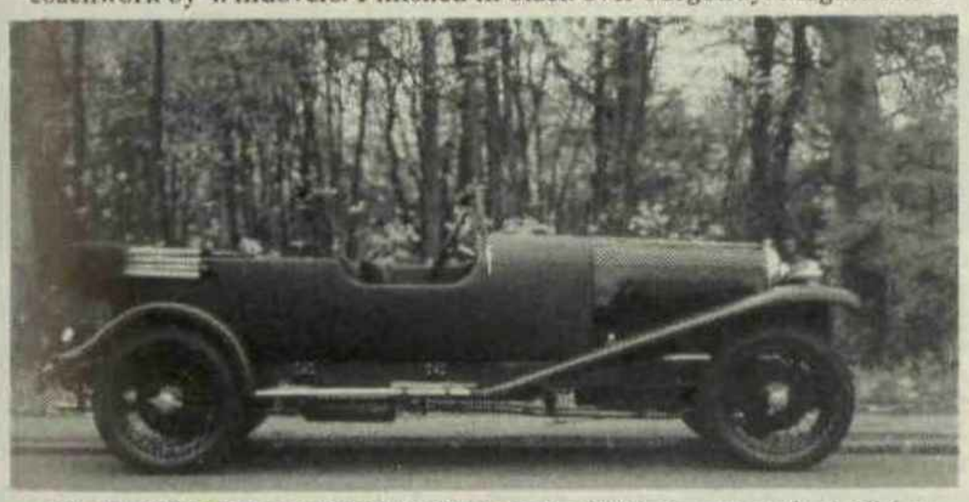
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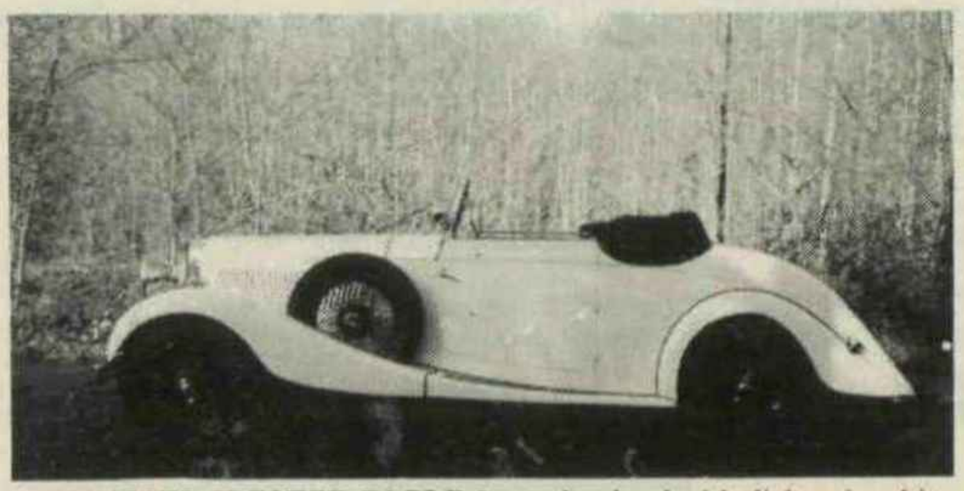
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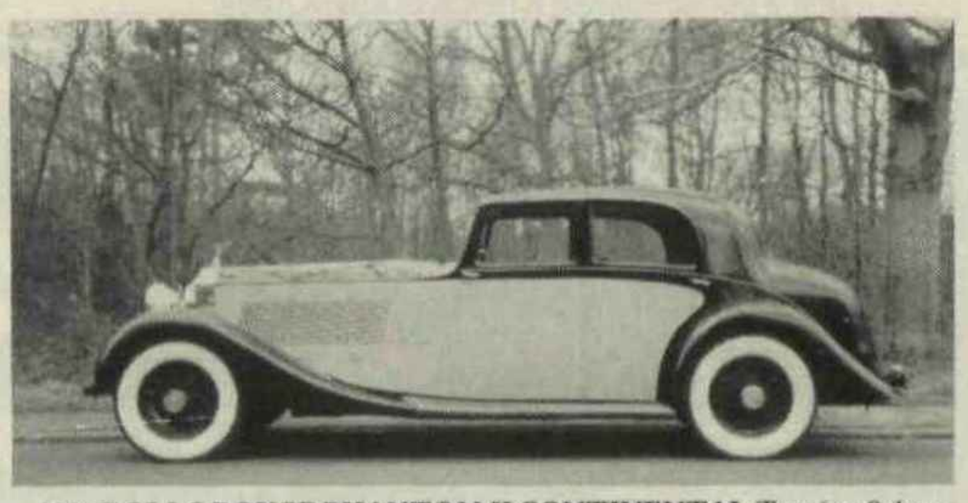
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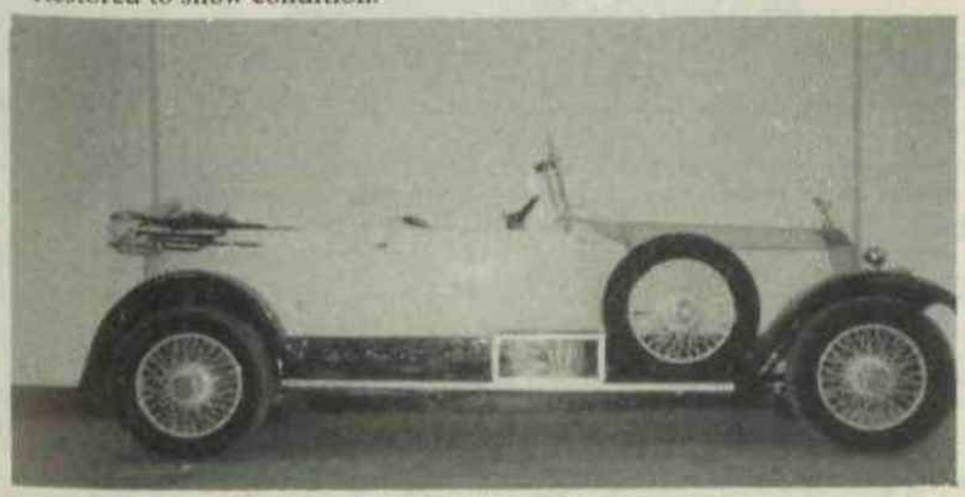
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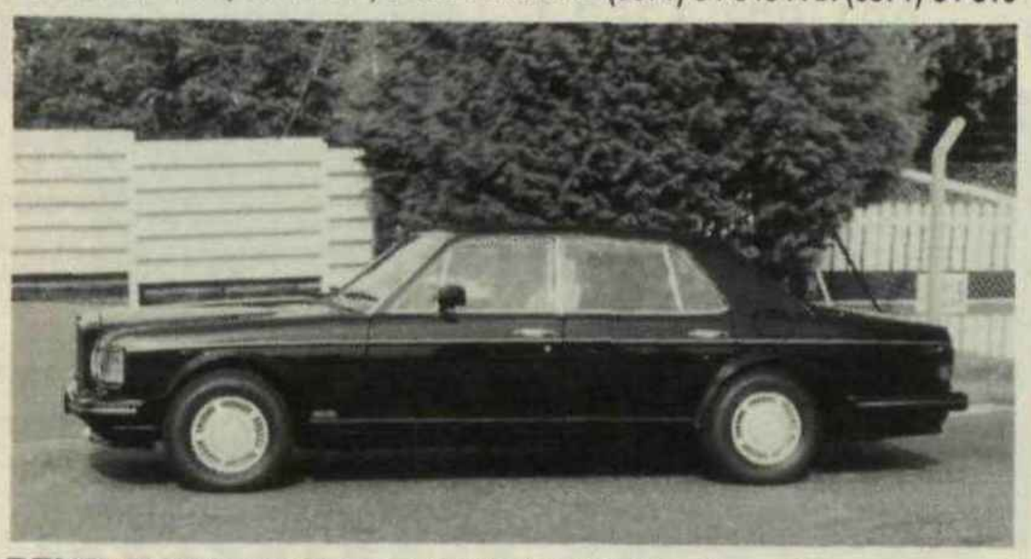
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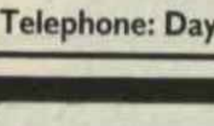
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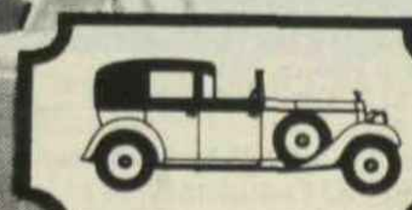
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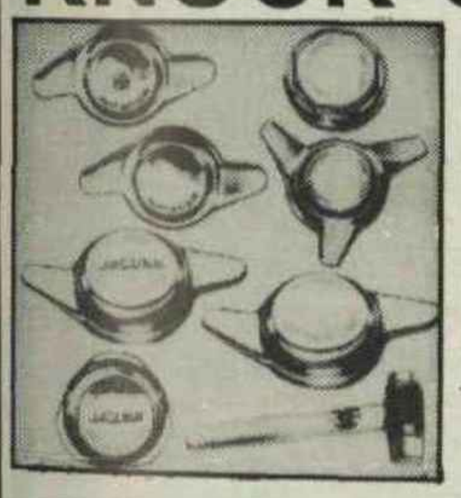
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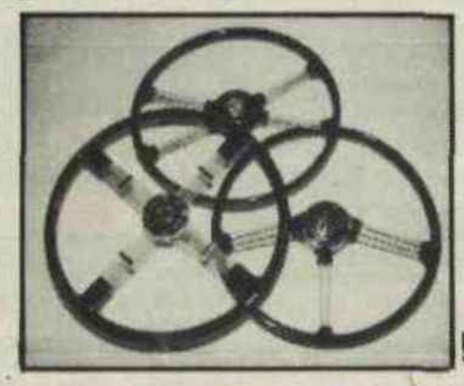
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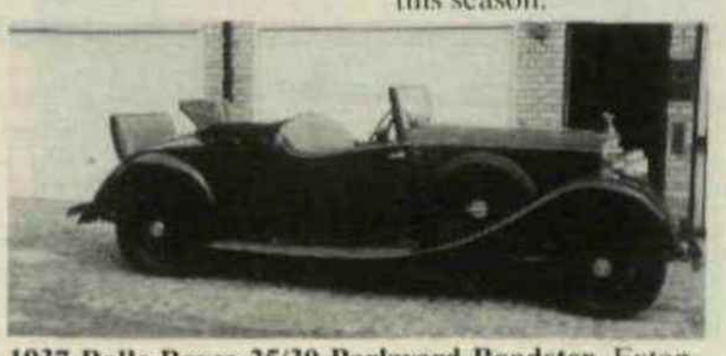
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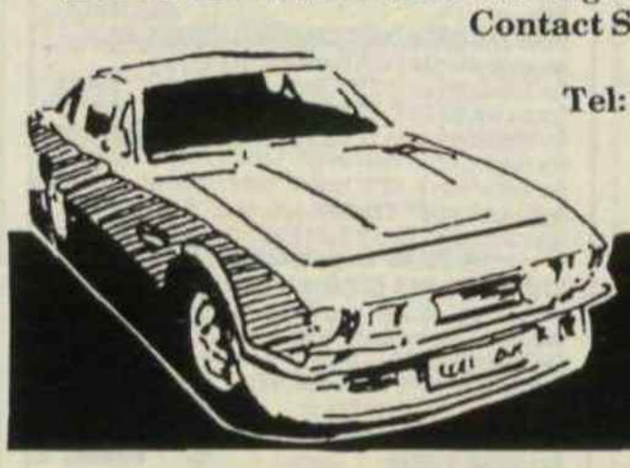
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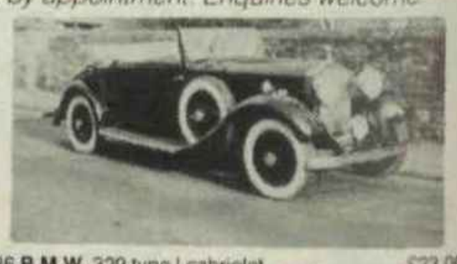
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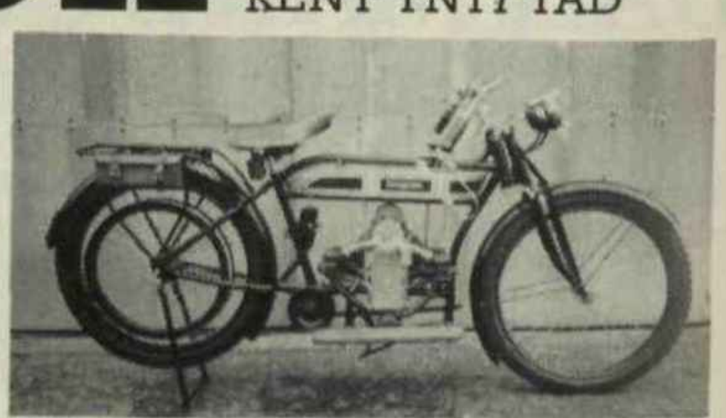
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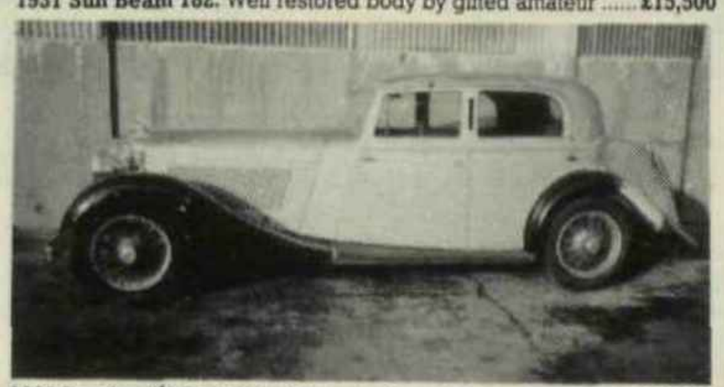
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